

**EIGHTH COAST GUARD DISTRICT
SPECIAL NOTICE TO MARINERS
GULF OF MEXICO
2001**

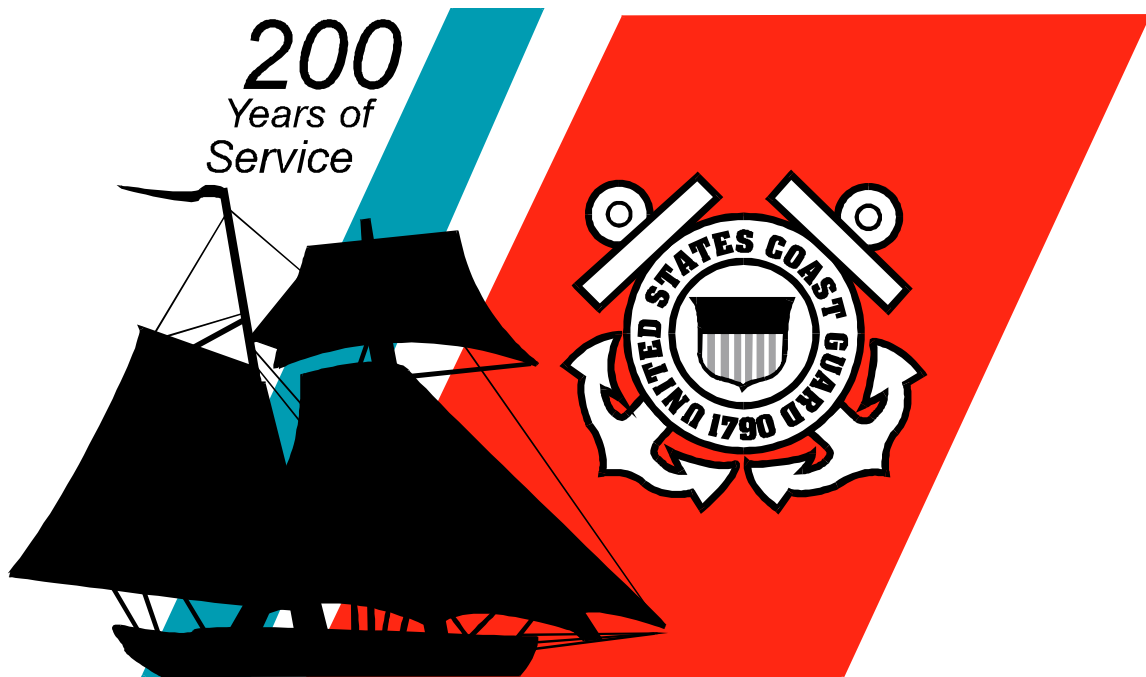


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CHAPTER I

EIGHTH COAST GUARD DISTRICT OFFICES

OFFICE OF THE DISTRICT COMMANDER	(504) 589-6298
OFFICE OF THE CHIEF OF STAFF	(504) 589-6223
Civil Rights/Equal Employment Opportunity	(504) 589-2430
District Legal Officer	(504) 589-3554
Public Affairs Officer	(504) 589-6287
ADMINISTRATION DIVISION	(504) 589-6230
Deputy for Finance	(504) 589-6239
OPERATIONS DIVISION	(504) 589-3672
Aids to Navigation Branch	
Waterways Management Section	(504) 589-4686
Projects Section	(504) 589-2389
Private Aids Section	(504) 589-2113
Marine Information Section	(504) 589-6277
Bridge Administration Branch	(504) 589-2965
Law Enforcement Branch	(504) 589-6237
Search and Rescue Branch	(504) 589-6228
Command Center (Emergencies only)	(504) 589-6225
BOATING SAFETY DIVISION	(504) 589-6770
MARINE SAFETY DIVISION	(504) 589-6271
Marine Environmental Response/Port Safety Branch	(504) 589-6901
AUXILIARY	
Coastal Region, New Orleans, LA	(504) 589-2972
Western Region, St. Louis, MO	(314) 539-3900 ext. 4
Eastern Region, Louisville, KY	(502) 625-7543

GROUP OFFICES AND STATIONS

GROUP MOBILE

Commander	
U.S. Coast Guard	
Group Mobile	
BLDG. 101, Brookley Complex	
Mobile, AL 36615	
Commander	(334) 441-6217
Operations	(334) 441-6213
Aids to Navigation Officer	(334) 441-6095
Group Search and Rescue (SAR)Coordinator/OOD	(334) 441-6211

GROUP NEW ORLEANS

Commander
U. S. Coast Guard
Group New Orleans
4640 Urquhart St.
New Orleans, LA 70117

Commander	(504) 942-3005
Operations	(504) 942-3071
Search and Rescue (SAR)	
Aids to Navigation Officer	(504) 942-3069

GROUP GALVESTON

Commander
U.S. Coast Guard
Group Galveston
P.O. Box 1912
Galveston, TX 77553-1912

Commander	(409) 766-5696
Operations Officer	(409) 766-5603
Group Search and Rescue (SAR)	(409) 766-5621
Aids to Navigation Officer	(409) 766-5654

GROUP CORPUS CHRISTI

Commander
U.S. Coast Guard
Group Corpus Christi
Corpus Christi, TX 78419

Commander	(512) 939-6201
Aids to Navigation Officer	(512) 888-3173

VESSEL TRAFFIC SERVICES

BERWICK, LA	(504) 385-2462
HOUSTON/GALVESTON, TX	(713) 671-5164

AIR STATIONS

MOBILE, AL	(334) 639-6161
NEW ORLEANS, LA	(504) 393-6032
HOUSTON, TX	(281) 482-0025
CORPUS CHRISTI, TX	(512) 939-6200

MARINE SAFETY OFFICES

CORPUS CHRISTI, TX	512-888-3162
PORT LAVACA, TX	512-552-7422
HOUSTON/GALVESTON, TX	713-671-5199
HUNTINGTON, WV	304-529-5524
LOUISVILLE, KY	502-582-5194
MSD CINCINNATI, OH	513-921-9033
MEMPHIS, TN	901-544-3941
DETACHMENT, GREENVILLE, MS	601-332-0964
DETACHMENT, HELENA, AR	501-338-7524
MOBILE, AL	334-441-5121
DETACHMENT PANAMA CITY, FL	904-233-0366
MORGAN CITY, LA	504-380-5300
MARINE SAFETY DETACHMENT HOUMA	504-868-5595
MARINE SAFETY FIELD OFFICE GALLIANO	504-632-8676
MARINE SAFETY FIELD OFFICE LAFAYETTE	318-988-9220
NEW ORLEANS, LA	504-589-6196
MARINE SAFETY DETACHMENT BATON ROUGE	504-389-0271
PADUCAH, KY	502-442-2621
DETACHMENT NASHVILLE, TN	615-736-5421
PITTSBURGH, PA	412-644-5808
PORT ARTHUR, TX	409-723-6513
MSD LAKE CHARLES, LA	318-433-3765
MARINE INSPECTION DETAIL JENNINGS, LA	318-824-6968
ST. LOUIS, MO	314-539-3091
MARINE SAFETY DETACHMENT QUAD CITIES, IL	309-782-0627
MARINE SAFETY DETACHMENT ST. PAUL, MN	612-290-3991
DETACHED MARINE INSPECTOR PEORIA, IL	309-694-7779
DETACHED MARINE INSPECTOR LA CRESCENT, MN	507-895-6341

MARINE SAFETY UNITS

GALVESTON, TX	409-766-3655
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SEARCH AND RESCUE DETACHMENTS

DAUPHIN ISLAND, (Mobile, AL)	334-861-7239
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STATIONS

DESTIN (Destin, FL)	904-244-7147
FREEPORT (Surfside, TX)	409-233-7551
GALVESTON (Galveston, TX)	409-766-5633
GRAND ISLE (Grand Isle, LA)	504-787-2135
GULFPORT (Gulfport, MS)	601-868-3743
MOBILE (Mobile, AL)	334-441-5015
NEW ORLEANS (New Orleans, LA)	504-589-2331
Support Center Number	504-942-3049
PANAMA CITY (Panama City, FL)	904-234-2377
PASCAGOULA (Pascagoula, MS)	601-762-7628
PENSACOLA (Pensacola, FL)	904-453-8282
PORT ARANSAS (Port Aransas, TX)	512-749-5217
PORT ISABEL (Port Isabel, TX)	956-761-2668
PORT O'CONNOR (Port O'Connor, TX)	512-983-2616
SABINE (Sabine, TX)	409-971-2194
VENICE (Venice, LA)	504-534-2332

LORAN STATIONS

BOISE CITY, OK (Felt, OK)	405-426-2221
DANA, IN (Dana, IN)	765-665-3335
GRANGEVILLE, LA (Grangeville, LA)	504-222-6128
GILLETTE, WY (Gillette, WY)	307-682-8920
MALONE, FL (Malone, FL)	904-569-2223
COORDINATOR OF CHAIN OPERATIONS (COCO)	334-899-5225
LORAN-C INFORMATION (Recording)	904-569-5241
RAYMONDVILLE, TX (Raymondville, TX)	210-689-2488
LAS CRUCES, NM (Las Cruces, NM)	505-233-4645

FLOATING UNITS

USCGC:	
AXE (WLIC-75310) Mobile, AL	334-441-6271
CHIPPEWA (WLR 75404) Owensboro, KY	502-684-4765
CHENA (WLR-75409) Hickman, KY	502-236-2324
CHEYENNE (WLR-75405) St. Louis, MO	314-481-6750
CHINCOTEAGUE (WPB-1320) Mobile, AL	334-441-5251
CIMARRON (WLR 65502) Buchanan, TN	901-642-4457
CLAMP (WLIC-75306) Galveston, TX	409-766-5681
GASCONADE (WLR-75401) Omaha, NE	402-451-7681
GREENBRIER (WLR75501) Natchez, MS	601-446-5104
HATCHET (WLIC-75309) Galveston, TX	409-766-5683
KANAWHA (WLR-75407) Pine Bluff, AR	501-536-1134
KANKAKEE (WLR-75500) Memphis, TN	901-544-3936
KEY BISCAYNE (WPB-1339) Corpus Christi, TX	512-884-3556
KICKAPOO (WLR-75406) Vicksburg, MS	601-636-8304
KNIGHT ISLAND (WPB 1348) Freeport, TX	409-233-3301
KODIAK ISLAND (WPB 1341) Panama City, FL	904-234-2031
MALLET (WLIC-75304) Corpus Christi, TX	512-888-3268
MUSKINGUM (WLR-75402) Sallisaw, OK	918-775-4471
OBION (WLR 65503) Owensboro, KY	502-685-0650
OSAGE (WLR 65505) Sewickley, PA	412-741-1180
OUACHITA (WLR 65501) Chattanooga, TN	423-622-2102
PAMLICO (WLIC-800) New Orleans, LA	504-942-3042
PAPAW (WLB 308) Galveston, TX	409-766-5690
PATOKA (WLR-75408) Greenville, MS	601-332-1044
POINT BAKER (WPB-82342) Sabine, TX	409-971-2198
POINT ESTERO (WPB-82344) Gulfport, MS	601-863-2655
POINT LOBOS (WPB-82366) Pensacola, FL	904-455-3115
POINT MONROE (WPB-82353) Gulfport, MS	601-868-8771
POINT NOWELL (WPB-82363) Port Isabel, TX	210-761-2373
POINT SAL (WPB-82352) Grand Isle, LA	504-787-2137
POINT SPENCER (WPB-82349) Galveston, TX	409-766-5678
POINT WINSLOW (WPB 82360) Morgan City, LA	504-385-0037
SAGINAW (WLIC-803) Mobile, AL	334-441-5197
SANGAMON (WLR-65506) E. Peoria, IL	309-671-7291
SCIOTO (WLR-65504) Keokuk, IA	319-524-1657
SUMAC (WLR-311) St. Louis, MO	314-481-6793
SWEETGUM (WLB 309) Mobile, AL	334-441-6277
WEDGE (WLR 75307) Demopolis, AL	334-289-0354
WHITE SUMAC (WLM-540) New Orleans, LA	504-942-3044
WHITE PINE (WLM-547) Mobile, AL	334-441-6275
WYACONDA (WLR-75403) Dubuque, IA	319-582-1965

AIDS TO NAVIGATION TEAMS

CORPUS CHRISTI (Corpus Christi, TX)	512-888-3175
DULAC (Dulac, LA)	504-563-4473
EUFULA (Eufaula, AL)	334-687-5140
GALVESTON (Galveston, TX)	409-766-5637
GULFPORT (Gulfport, MS)	228-864-5522
MOBILE (Mobile, AL)	334-441-6244
MORGAN CITY (Morgan City, LA)	504-384-7000
NEW ORLEANS (New Orleans, LA)	504-942-3012
PANAMA CITY (Panama City, FL)	850-234-8139
PENSACOLA (NAS Pensacola, FL)	904-455-2354
PORT O'CONNOR (Port O'Connor, TX)	512-983-4313
SABINE (Sabine, TX)	409-971-2195
SOUTH PADRE ISLAND (South Padre Island Texas)	956-761-7257
VENICE (Venice, LA)	504-534-7250

CHAPTER II

EMERGENCY PROCEDURES

INTERNATIONAL DISTRESS SIGNALS

All seamen should be familiar with the international distress signals and procedures, both for recognition purposes and for self reliance in the event of distress where the captain and officers may have been incapacitated.

Short range distress signals, limited to range of visibility or audibility, are:

- “SOS” signal made by any audio or visual means.
- International Code of Signals “NC”.
- Hoisting any square flag with a ball or anything resembling a ball, above or below it.
- Flames made visible (as a burning oil barrel).
- A rocket parachute flare or hand held flare showing a red light.
- Rockets or shells, throwing red stars one at a time at short intervals.
- Orange smoke, as emitted from a distress flare.
- A gun or other explosive signal fired at intervals of about one minute.
- A continuous sounding of any fog - signal apparatus.
- Slowly and repeatedly raising and lowering of arms outstretched to each side.
- Signals transmitted by emergency position - indicating radiobeacons (EPIRB).

Radio distress signals via radiotelephone:

Press the radiotelephone alarm signal (if available) equipment to distress frequency 2182 kHz, (or VHF telephone set to Channel No. 16 (156.80 MHz) and transmit the spoken word “MAYDAY” repeated three times followed by “this is” and then the name of the vessel repeated three times. Do not wait for acknowledgment. Continue by stating the nature of the distress; the kind of assistance desired; the position; any other information which might facilitate the rescue. Wait a few moments for acknowledgment. Then, if none, repeat the entire distress message until acknowledged. Speak the message clearly and unhurriedly. Non-acknowledgment is not definite indication that someone did not receive the message.

For radio distress signals via INMARSAT ship-earth station:

Select either the telex or telephone mode of operation and place a distress call to the nearest rescue coordination center (RCC) in accordance with the ship-earth station manufacturer’s instructions. Note that communications over the satellite terminal may be interrupted during a ship casualty if terminal and antenna are not connected to a source of emergency power.

Section 359 (d) of the United States Communications Act provides that: “No charges shall be made by any ship or station in the mobile service of the United States for the transmission of distress messages and replied there to in connection with situations involving the safety of life and property at sea.” The FCC interprets this to apply equally to maritime mobile satellite systems.

Note that neither INMARSAT nor U.S. coast earth stations charge for any distress communications provided that the communication is initiated by a terminal user pressing the distress button (Priority 3 Distress Alert). Note that this button should be used to initiate distress relay as well as distress communications. Simple to follow instructions for the operation of auto alarms, radiotelephone and radiotelegraph equipment should be conspicuously posted in the radio rooms of all ships. Procedures outlined here are purposely brief. Complete information on emergency radio procedures is contained in Chapter 5 of Radio Navigational Aids (Pub. 117).

DISTRESS PROCEDURES

IF ABOARD A VESSEL IN TROUBLE GIVE:

- WHO you are (your vessel's call sign and name).
- WHERE you are (your vessel's position in latitude/longitude or true bearing and distance in nautical miles from a widely known geographical point; local names known only in immediate vicinity are confusing). Indicate method of determining your position; give actual LORAN readings, depth of water, radiobeacon bearings, etc. Indicate which information you are certain of and which position information may be doubtful.
- WHAT is wrong (nature of distress or difficulty).
- Kind of assistance needed.
- Number of persons aboard and the condition of any injury.
- Present seaworthiness of your vessel.
- Description of your vessel; length, type, cabin, masts, power, color of hull, superstructure and trim.
- Your listening frequency and schedule.

IF YOU HAVE A MEDICAL CASE SEND:

- Name of vessel and call sign.
- Position.
- Patient's name and age.
- Nature of problem (symptoms, locations of pain or injury).
- Is patient conscious? (Unconscious at any time?)
- Is patient ambulatory? (able to walk)
- Patient's temperature and pulse. Difficulty breathing? Number of respirations per minute?
- Is patient bleeding? Is the bleeding controlled?
- Duration of pain.
- Previous similar episode (if yes, treatment and diagnosis).

Medicine taken and medicine available.

Private physician's name and phone number.

Vomiting? Diarrhea?

Can you take his blood pressure?

How do his eyes react to light?

IF OBSERVING ANOTHER VESSEL IN DIFFICULTY GIVE:

- Your position, and (if possible) the bearing and distance of the vessel in difficulty.
- Nature of distress or difficulty.
- Description of the vessel in distress or difficulty.
- Your intentions, course, and speed, etc.
- Your radio call sign, name of your vessel, listening frequency and schedule.

The distress call has absolute priority over all other transmissions and need not be addressed to any particular station. Any mariner hearing a distress call shall immediately cease all transmissions capable of interfering with the distress message and shall continue to listen on the frequency which the call was heard. If your vessel is in distress and abandonment is necessary, the radio transmitter should be set for continuous emission, if possible, to provide rescue vessels and aircraft with a homing signal.

PREPARATIONS FOR TOWING:

- Have forecastle cleared.
- If line-throwing gun is used, keep all personnel out of the way until projectile clears board.
- Have material handy for chaffing gear.
- Secure tow line to bit or crucifix and remove heaving line.

PUMP DROP PROCEDURES

If a DISTRESS situation involves the control of flooding or dewatering of your vessel, a portable pump may be flown to your location. The pump will be packed in a floating container and will have a retrieving line attached. If delivered by an airplane it will be dropped into the water near your vessel at a safe distance. If delivered by helicopter it will be lowered to the deck of your vessel unless conditions are unsafe.

Preparations for arrival of the helicopter are the same as outlined in HELICOPTER HOISTING PROCEDURE below.

If the pump is lowered from a helicopter, allow the retrieving line to touch the deck to discharge static electricity before touching it. If your vessel still has propulsion, it should be underway as indicated in the hoisting procedure. Once on deck the canister should be released and the helicopter permitted to retrieve its hoist cable as soon as possible. DO NOT attach anything to your vessel that has not been detached from the hoist cable. Follow instructions provided with the pump. When the pump has served its purpose, return it with the canister and all accompanying instructions and attachments to the nearest Coast Guard facility.

HELICOPTER HOISTING PROCEDURE

PREPARE FOR ARRIVAL

Stand by on 2182 kHz or VHF-FM Channel 16 or a specified alternate frequency. If possible display DISTRESS signal, which is the orange flag with a black circle and black square superimposed. Clear hoist area. The best hoist area is aft, but maximum horizontal clearance is important. If hoist area is amidships, lower antenna and secure running gear. At night, light area. DO NOT shine lights on helicopter.

HOISTING

Tag patient, indicate medication given and conditions doctor should be aware of. Keep vessel underway into wind or with wind about 20 degrees on port bow at 10 to 15 knots. The pilot will give hoist instructions. Allow litter or basket to touch deck to discharge static electricity. Wear dry cotton or rubber gloves. If litter is used it will be equipped with a hoisting bridle. Conditions permitting, have patient in life jacket, strapped in, face up, and hands clear of sides. DO NOT secure hoist cable to vessel or attempt to move litter without first unhooking cable. With patient strapped in, signal pilot to lower hoist cable. Hook cable to stretcher. Signal pilot to hoist. Steady litter using trail line. Make sure line is clear of rigging.

SHIP ABANDONMENT AND HYPOTHERMIA

If you are forced to abandon ship, your chances of rescue are increased if you have a pre-planned survival procedure and follow it. Records show that even the quickest ship sinkings usually require 15 to 30 minutes for the vessel to fully submerge. This affords valuable time for preparation. Here are some sound pointers for you to remember in a situation of this type:

- Don as much warm clothing as possible, covering head, neck, hands, and feet.
- If an immersion (exposure) suit is available, put it over warm clothing.
- If the immersion suit does not have inherent flotation, put on a life jacket.
- All persons who know that they are likely to be affected by seasickness should, before or immediately after boarding the survival craft, take the recommended dose of some recommended preventative tablets or medicine. The incapacitation caused by seasickness interferes with your survival chances; the vomiting removes precious body fluid while seasickness in general makes you more prone to hypothermia.
- Avoid entering the water if possible. Board davit-launched survival craft on the embarkation deck. If davit-launched survival craft are not available, use ladders, or, if necessary, lower yourself by means of a rope or fire hose.
- Unless it is unavoidable, do not jump from higher than 5 meters (16.4 feet) into the water. Try to minimize the shock of sudden cold immersion. Rather than jumping into the cold water, try to lower yourself gradually. A sudden plunge into the cold water can cause death or an uncontrollable rise in breathing rate may result in an intake of water into the lungs. On occasions it may be necessary to jump into the water; if so, you should keep your elbows at your sides, cover your nose and mouth with one hand holding the wrist or elbow firmly with the other hand.
- Once in the water, orient yourself and try to locate the ship, lifeboats, liferafts, other survivors or other floating objects. If you are unable to prepare yourself before entering the water, button up clothing immediately. In cold water you may experience violent shivering and great pain. These are natural body reflexes that are not dangerous. You do, however, need to take action as quickly as possible before you lose full use of your hands. Button up clothing, turn on signal lights, locate whistle, etc.
- While afloat in the water, do not attempt to swim unless it is to reach a nearby craft, a fellow survivor, or a floating object, on which you can lean or climb on to. Unnecessary swimming will “pump” out any warm water between your body and the layers of clothing, thereby increasing the rate of the body-heat loss. In addition, unnecessary movements of your arms and legs send warm blood from the inner core to the outer layer of the body. This results in a very rapid heat loss. Hence, it is most important to remain as still as possible in the water, no matter how painful it may be. Remember, pain will not kill you, but heat loss will.
- Try to conserve body heat. Float as still as possible with your legs together, elbows close to your side and arms folded across the front of your life jacket, minimizing the exposure of the body surface to the cold water. Try to keep your head and neck out of the water. Another technique is to huddle closely to one or more persons afloat, making as much body contact as possible. You must be wearing a life-vest to be able to hold these positions in the water.
- Try to board a lifeboat, raft, or other floating platform or object as soon as possible in order to shorten your immersion time. Take EPRIB when boarding life boat. Remember, you lose body heat many times faster in water than in air. Since the effectiveness of your insulation is seriously reduced by water soaking, you must try to shield yourself from wind to avoid a wind chill effect (convective cooling).
- Do not use “drownproofing” in cold water. “Drownproofing” is a technique whereby you relax in the water and allow your head to submerge between breaths. It is an energy saving procedure to use in warm water when you are not wearing a life-vest. However, the head and neck are high heat loss areas and must be kept above water. That is why it is more important to wear a life-vest in cold water. If you are not wearing a vest, tread water only as much as necessary to keep your head out of the water.
- Keep a positive attitude about your survival and rescue. This will improve your chance of extending your survival time until rescue comes. Your will to live does make a difference.

NON-EMERGENCY ASSISTANCE CASES

Routinely, the Coast Guard receives calls for assistance that pose no threat to life.

These calls are classified as “NON-EMERGENCY ASSISTANCE.”

The Coast Guard is required to attempt turn non-emergency assistance cases over to “QUALIFIED OPERATORS” to provide the appropriate assistance. A qualified operator is a private firm (or individual) who has demonstrated to the satisfaction of the local Coast Guard Group Commander that it has the appropriate professional capability, equipment, and operating personnel to render assistance safely and in a reasonable time in specific non-emergency cases. Firms or individuals desiring to become “Qualified Operators” to be called for non-emergency assistance cases, may make application with their local Coast Guard Group Commander. The local Group Commander will evaluate the firm/individual’s capability and qualify or advise the applicant of the necessary steps to attain qualification. For application or more information on non-emergency assistance, contact your local Coast Guard Group Commander.

FALSE SAR REPORTS

False Search and Rescue (SAR) reports save nobody, and are a violation of the law. All too often the Coast Guard responds to distress calls that are later determined to be hoaxes. Responding to hoax calls occupies critical SAR resources, and often prevents these much needed units from responding to legitimate distress cases. The end result sometimes leads to an unnecessary fatality. When the perpetrator of a SAR hoax is discovered, he will be prosecuted to the fullest extent of the law. Anyone having knowledge that a distress call was fraudulently issued should report that fact to the nearest Coast Guard unit. Maximum penalty for making a false SAR report: It is a felony. Fine of \$10,000.00, imprisonment for 5 years, or both, plus all cost associated with the SAR response.

URGENCY AND SAFETY SIGNALS

The radiotelephone urgency signal, which is the group of words PAN PAN (pronounced “PAWN” as in lawn) spoken three times, is provided for use in cases in which a ship making a call has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or the safety of a person, but it does not necessarily imply that the ship is in imminent danger or requires immediate assistance. The call has priority over all other communications except distress calls and it should be used in all urgent cases in which the sending out of MAYDAY call is not fully justified. The urgency signal may be used when the Master of a ship desires to issue a warning that circumstances are such that it may become necessary for him to send out the distress signal at a later stage.

The radiotelephone SAFETY signal “SECURITE” (pronounced “SAY-CUR-TAY”) spoken three times is provided for reporting hazards to navigation or meteorological warnings including dangers regarding ice, derelicts, tropical storms, etc.

AUTOMATED MUTUAL - ASSISTANCE RESCUE (AMVER)

The AMVER System, operated by the United States Coast Guard, with the cooperation of coastal radio stations and satellite carriers of many nations, provides important aid to the development and coordination of search and rescue (SAR) efforts in the offshore areas of the world. Merchant vessels of all flags and all nations are encouraged to voluntarily send projected sail plans and periodic position reports to the AMVER computer located at the Coast Guard’s Operations System Center in Martinsburg, West Virginia. Using a system of dead reckoning, the computer can project the position of a ship at any point along its voyage, so that ships in the vicinity of a vessel in distress can be identified and dispatched to assist. AMVER ships incur no greater obligation to render assistance than under usual law of the sea.

Registration information from participating ships is entered into a database providing ships characteristics, which are valuable for determining SAR capability. Information concerning the relative position and SAR capabilities of each vessel known to be in the area of a distress is made available, upon request, to recognized SAR agencies of any nation. The system is used only for search and rescue purposes, not for pollution, illegal drug or migrant interdiction, or law enforcement purposes. The voyage information is protected as “commercial proprietary” information.

Messages sent to AMVER by coastal radio station are at no cost to the ship or owner. Currently, ships using satellite communications pay the regular tariff, but system enhancements such as “compressed message” software, and Internet and E-mail links are being developed to make AMVER reporting less of a burden on reduced crews and reduce communication costs. Benefits to shipping companies include:

- Insurance and peace of mind to crews of ships in AMVER.
- Reduces response time in the case of emergencies at sea.
- AMVER complements GMDSS technology to “take the search out of search and rescue”.
- Reduces the number of calls for diversion to ships not favorably located.
- Allows ships not required for assistance to continue on their voyages uninterrupted, thus saving money.
- Compressed message software allows both AMVER and VOS weather reports to be sent in a single message.

Instructions regarding participation in the AMVER Safety Network are available in the following languages:

Danish, Dutch, English, French, German, Greek, Italian, Japanese, Korean, Polish, Norwegian, Portuguese, Russian, Spanish, and Swedish. They are available from the AMVER Maritime Relations Office, United States Coast Guard, Battery Park Building, New York, N.Y., 10004-5034; Commander Pacific Area, United States Coast Guard, Coast Guard Island, Alameda, California 94501; and at U.S. Coast Guard District Offices, Marine Safety Offices, and Captain of the Port Offices in major U.S. ports. Requests should specify the language required.

AMVER participants bound for U.S. ports enjoy the additional benefit of AMVER reports satisfying the requirements of the United States Code of Federal Regulations, Title 33 Parts 161.7 and 161.9. These regulations require, with certain exemptions, that the Master or agent of each United States registered vessel and every foreign vessel arriving at a United States port (including the Great Lakes) from an offshore passage give advance notice to the U.S. Coast Guard at least 24 hours prior to arrival. The AMVER message must include the first port of call where a harbor entrance serves more than one port. AMVER forwards pertinent information to local Coast Guard officials automatically.

EMERGENCY POSITION INDICATING RADIOBEACONS (EPIRB's)

An EPIRB is a small battery-powered transmitter carried by vessels. In the event of distress, an EPIRB is activated to transmit locating and homing signals, which assist search and rescue units in finding the vessel or survivors. SARSAT or Search and Rescue Satellite Aided Tracking systems use satellites to locate positions of most EPIRBs. When a SARSAT receives an EPIRB signal, it determines the beacon's location, which is relayed to the Coast Guard.

The following are several types of EPIRB's in use today:

CATEGORY I - 406 & 121.5 MHz VHF-FM

This type is float free. It is required on fishing vessels operating on the high seas (beyond 3 miles). It is automatically energized and it identifies the vessel and owner. It is accurate to within 3 nautical miles with 121.5 MHz as a homing beacon for rescue craft. It is detected by COSPAS-SARSAT international satellites system.

CATEGORY II - 406 MHz VHF-FM

Float free. Manually activated. Operates the same as Category I.

EPIRB'S - Continued

CLASS A - 121.5 & 243.0 MHz VHF-FM

CLASS B - 121.5 & 243.0 MHz VHF-FM

Energized manually before immersed in water. Use is voluntary. Use for vessels operating more than 20 miles from the coast.

CLASS C - 156.8 MHz VHF-FM Channel 16

After 15 seconds this EPIRB shifts to 156.75 MHz VHF-FM Channel 16 for longer periods for direction finding purposes, then it recycles. It is activated manually before immersion in water. Its use is voluntary for vessels operating within 20 miles off the coast. Use by recreational craft is encouraged. Detection by VHF-FM equipped shore and other units that routinely monitor channel 16.

CLASS S - 121.5 MHz VHF-FM

This EPIRB is generally a small craft device and is used in lifeboats and rafts.

HANDLING EPIRBs

All mariners are reminded that EPIRBs should not be activated unless in an actual emergency. Most EPIRBs are manufactured with a TEST mode. Also, use extra caution when handling EPIRBs to avoid activating signal.

EPIRB REGISTRATION

The importance of keeping EPIRB registration information updated when emergency contacts names and numbers change can not be overemphasized. Update this information with the National Oceanic & Atmospheric Administration (NOAA). The office of NOAA may be reached at (301) 457-5678, to receive a registration form. Also, the completed form can be FAXED to NOAA at (301) 568-8649.

CHAPTER III

COMMUNICATIONS

CHANNELS 13 AND 16

CHANNEL 13 (156.65 MHz)--

Channel 13 is the Vessel Bridge-to-Bridge Radiotelephone frequency, except for the southern section of the Lower Mississippi River (See Bridge-to-Bridge Radio Telephone Regulations below). All vessels of 300 gross tons or more, 100 gross tons and over carrying one or more passengers for hire, 26 feet or longer engaged in towing, and every dredge or floating plant working in or near a channel or fairway in operations likely to restrict or affect navigation of other vessels, are required to participate in the Bridge-to-Bridge Radiotelephone system. Channel 13 is for the exclusive use of these vessels to transmit and confirm the intentions of other vessels in passing, meeting or crossing situations, and to provide any other necessary information for navigation safety.

CHANNEL 16 (156.8 MHz)--

Channel 16 is the International VHF-FM radiotelephone distress, safety and calling frequency used for distress and urgent traffic, safety signals, marine information broadcast announcements, and general calling and reply. After the preliminary call to establish communications, mariners should shift as soon as possible to an appropriate working frequency. In order to facilitate the reception of distress traffic, all transmissions should be kept to an absolute minimum and must not exceed one minute.

CHANNEL 9 VHF-FM CALLING CHANNEL

In an effort to eliminate traffic congestion on Channel 16 VHF-FM, the Federal Communications Commission (FCC) has designated Channel 9 VHF-FM as the nationwide Recreational Calling Channel for use by noncommercial boaters. Use of this channel by recreational boaters is strictly voluntary, but is strongly encouraged by the Coast Guard and the FCC.

It is important to note however, that **THE COAST GUARD WILL NOT—REPEAT WILL NOT—MONITOR CHANNEL 9 VHF-FM FOR DISTRESS CALLS.** Vessels in distress should make their calls on Channel 16 VHF-FM. Further information can be obtained from your nearest Coast Guard facility.

BRIDGE-TO-BRIDGE RADIO TELEPHONE REGULATIONS

The Federal Communications Commission (FCC) has designated the frequency 156.65 MHz (Channel 13) for the use of bridge-to-bridge Stations in most of the United States. However, FCC rules designate the frequency 156.375 MHz (Channel 67) to be used instead of channel 13 in the following areas, except to facilitate transition from these areas: The Mississippi River from South Pass Lighted Bell Buoy “2” and Southwest Pass Entrance (midchannel) Lighted Whistle Buoy SW to mile 242 AHP (Above Head of Passes) near Baton Rouge; and in addition, over the full length of the Mississippi River-Gulf Outlet Canal from its entrance to its junction with the Inner Harbor Navigation Canal, and over the full length of the Inner Harbor Navigation Canal from its junction with the Mississippi River to its entry to Lake Pontchartrain at the New Seabrook vehicular bridge. Additional information on Bridge-to-Bridge Radiotelephone Regulations can be found in 33 CFR 26 and Navigation Rules International-Inland COMDTINST M16672.2A. Technical information on telecommunications can be found in 47 CFR 80.

COAST GUARD BROADCAST NOTICES TO MARINERS

The Coast Guard broadcasts marine safety information on VHF-FM Channel 22A (157.1 MHz) and on 2670 kHz single sideband (SSB). These safety broadcasts contain information such as notices to mariners, storm warnings, distress warnings, and other information that is vital to safe navigation.

Following a preliminary call on VHF-FM Channel 16 (156.8 MHz) and/or 2182 kHz (SSB), mariners are instructed to shift to VHF-FM Channel 22A simplex (157.1 MHz) or 2670 kHz (SSB), respectively. Channel 22A (157.1 MHz) used in the United States is the ship station transmit frequency portion of the international Channel 22. This simplex use of Channel 22A (157.1 MHz) is not compatible with the international duplex arrangement of the channel Coast transmit 161.7 MHz, ship transmit 157.1 MHz, described in Appendix 18 of the International Telecommunications Union (ITU) Radio Regulations. As a result, many foreign flag vessels in U.S. waters cannot receive Coast Guard maritime safety broadcasts on Channel 22A.

Operators of vessels who plan to transit U.S. waters and who do not have VHF radios tunable to the United States Channel 22A are urged to obtain the necessary equipment. As a minimum, they should continually monitor 2182 kHz (SSB) for announcements of Coast Guard marine safety broadcasts on 2670 kHz (SSB).

EIGHTH COAST GUARD DISTRICT HF COVERAGE

The Eighth Coast Guard District HF system consists of 10 transmitter/receiver sites and 6 remote receiver sites denoted ®. These sites may provide HF coverage out to about 100 miles offshore, and have a contact frequency of 2182 kHz. The following is a list of HF sites along with the controlling station.

TRANSMITTER/RECEIVER SITES

GROUP MOBILE	GROUP NEW ORLEANS	GROUP CORPUS CHRISTI	GROUP GALVESTON
Panama City, FL Carrabelle, FL ® Mobile Point, AL ® Mobile, AL ® Santa Rosa, FL ®	New Orleans, LA Southbend, LA ® Grand Isle, LA	Port Isabel, TX Port O'Connor, TX Port Aransas, TX Port Mansfield, TX	Galveston, TX Sabine, TX Pecan Island, LA Freeport, TX ®

SCHEDULED MARINE INFORMATION BROADCASTS

NAVTEX Broadcasts normally include only coastal navigational warnings and weather information. Medium frequency radiotelephone broadcasts can include coastal or selected coastal and local major navigational warnings. These single sideband voice broadcasts are announced on 2182 kHz and are made on 2670 kHz. Information regarding USA VHF FM marine safety broadcasts are published in the ITU List of Radio-determination and Special Service Stations and other internationally available publications. Preliminary announcements are made on 2182 kHz or 156.8 MHz as appropriate. All times are given in Greenwich Mean Time. Subtract 6 hours from Greenwich Mean Time to get Central Standard Time or subtract 5 hours from Greenwich Mean Time to get Central Daylight Time.

Information Codes and Notes:

A - Safety Broadcasts of Notices to Mariners; Hydrographic information; Gale Advisories; Special Weather Broadcasts.

B - NTM; Hydrographic Information; Forecasts and Advisories for the Gulf of Mexico.

C - Middle Gulf, Synopsis coastal waters from Apalachicola, FL to Port Arthur, TX and coastal waters from Apalachicola, FL to Pensacola, FL and from Pensacola, FL to Gulfport, MS.

D - Northwest and Southwest Gulf; coastal area from Brownsville, TX to Port O'Connor, TX; Hydrographic Information; NTM.

Information Codes and Notes:

E - Northwest, Southwest and Middle Gulf; coastal areas Vermilion Bay, LA to Port Arthur, TX; from Port Arthur, TX to Port O'Connor, TX; and from Port O'Connor, TX to Brownsville, TX; Hydrographic Information; NTM.

F - Synopsis Texas coastal waters, plus forecasts from, Port Arthur, TX to Port O'Connor, TX and from Port O'Connor, TX to Brownsville, TX.

G - Synopsis coastal waters from Apalachicola, FL to Port Arthur, TX; coastal waters from Gulfport, MS to Mississippi River and from Mississippi River to Vermilion Bay, LA.

These information codes apply to the broadcast schedule on the following pages.

TIME (Z)	FREQUENCY/CHANNEL	INFO CODES	RANGE IN NAUTICAL MILES
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COMMUNICATION STATION NEW ORLEANS: NAVTEX			
TIME (Z)	FREQUENCY/CHANNEL	INFO CODES	RANGE IN NAUTICAL MILES
0300	518 kHz	A/B	200
0900	518 kHz	A/B	200
1500	518 kHz	A/B	200
2100	518 kHz	A/B	200

GROUP MOBILE			
TIME (Z)	FREQUENCY/CHANNEL	INFO CODES	RANGE IN NAUTICAL MILES
1020	2670 kHz		70
1220	2670 kHz		70
1620	2670 kHz		70
2220	2670 kHz		70
1020	157.1 MHz/22A	A	20
1220	157.1 MHz/22A	A	20
1620	157.1 MHz/22A	A	20
2220	157.1 MHz/22A	A	20

GROUP NEW ORLEANS			
TIME (Z)	FREQUENCY/CHANNEL	INFO CODES	RANGE IN NAUTICAL MILES
0550	2670 kHz	B	70
1035	2670 kHz	C	70
1235	2670 kHz	C	70
1635	2670 kHz	C	70
2235	2670 kHz	C	70
1035	157.1 MHz/22A	G/A	20
1235	157.1 MHz/22A	G/A	20
1635	157.1 MHz/22A	G/A	20
2235	157.1 MHz/22A	G/A	20

GROUP GALVESTON			
TIME (Z)	FREQUENCY/CHANNEL	INFO CODES	RANGE IN NAUTICAL MILES
1050	2670 kHz		70
1250	2670 kHz		70
1650	2670 kHz		70
2250	2670 kHz		70
1050	157.1 MHz/22A	A/E	20
1250	157.1 MHz/22A	A/E	20
1650	157.1 MHz/22A	A/E	20
2250	157.1 MHz/22A	A/E	20

GROUP CORPUS CHRISTI			
TIME (Z)	FREQUENCY/CHANNEL	INFO CODES	RANGE IN NAUTICAL MILES
1040	2670 kHz	F/D/A	70
1240	2670 kHz	F/D/A	70
1640	2670 kHz	F/D/A	70
2240	2670 kHz	F/D/A	70
2300	157.1 MHz	F/A	20

ANY STATION AS DIRECTED:			
TIME (Z)	FREQUENCY/CHANNEL	INFO CODES	RANGE IN NAUTICAL MILES
0930	2670 kHz	A	70
1230	2670 kHz	A	70
1530	2670 kHz	A	70
2130	2670 kHz	A	70
0945	157.1 MHz/22A	A	20
1545	157.1 MHz/22A	A	20
2145	157.1 MHz/22A	A	20

NAVTEX

NAVTEX is an internationally standard method of broadcasting notices to mariners and marine weather forecasts using small, low cost printing receivers designed to be installed in the pilot house of a vessel.

NAVTEX receivers screen incoming messages inhibiting those which had been previously received or are of a category of no interest to the user, and print the rest on adding machine size paper. NAVTEX not only provides marine information previously available only to those knowledgeable in Morse code, but also allows any mariner who cannot man a radio full time to receive safety information at any hour immediately.

All NAVTEX transmissions are made on 518 kHz. Mariners who do not have NAVTEX receivers but have SITOR radio equipment can also receive these broadcasts by operating it in the FCC mode and tuning to 518 kHz.

Information broadcast over NAVTEX include offshore weather forecasts, offshore marine advisory warnings, search and rescue information, and navigational information that applies to waters from the line of demarcation (separating Inland Rules from COLREG Rule waters) to 200 miles offshore. Navigational information that affects the safety of navigation of deep draft (15 feet or more) vessels within the U.S. Inland Rule waters will also be included. Gulf stream location is also included from Miami and Portsmouth. Coastal and high seas weather forecasts are not being broadcast over NAVTEX. The Safety of Life at Sea Convention, as amended in 1988, requires vessels regulations by that convention to carry NAVTEX receivers. As of August 1, 1993, the Coast Guard discontinued broadcast messages over MF Morse frequencies. NAVTEX messages are now broadcast from the following locations:

LOCATION	IDENTIFICATION (B1)	SCHEDULE (UTC)
BOSTON, MA (NMF)	F	0445, 0845, 1245, 1645, 2045, 0045
MIAMI, FL (NMA)	A	0000, 0400, 0800, 1200, 1600, 2000
SAN JUAN, PR (NMR)	R	0200, 0600, 1000, 1400, 1800, 2200
GUAM (NRV)	V	0100, 0500, 0900, 1300, 1700, 2100
ADAK, AK (NOJ)	X	2340, 0340, 0740, 1140, 1540, 1940
PORTSMOUTH, VA (NMN)	N	0130, 0530, 0930, 1330, 1730, 2130
NEW ORLEANS, LA (NMG)	G	0300, 0700, 1100, 1500, 1900, 2300
HONOLULU, HI (NMO)	O	0040, 0440, 0840, 1240, 1640, 2040
KODIAK, AK (NOJ)	J	0300, 0700, 1100, 1500, 1900, 2300
SAN FRANCISCO, CA (NMC)	C	0400, 0800, 1200, 1600, 2000, 0000
CAMBRIA, CA	Q	0445, 0845, 1245, 1645, 2045, 0045
ASTORIA, OR (NMC)	W	0130, 0530, 0930, 1330, 1730, 2130

COAST GUARD TO CHECK FOR FCC LICENSE DURING BOARDINGS

The Coast Guard has agreed, with the Federal Communications Commission (FCC), to a joint effort designed to promote maritime safety by reducing the number of hoaxes, interference with search and rescue operations, and other problems associated with the misuse of radios on board vessels. In many instances, boaters and operators of uninspected vessels are not familiar with or disregard FCC radio rules. The Coast Guard will inspect radio equipped vessels for the required FCC license during routine boardings. In turn, the FCC has agreed to prosecute radio violations based on evidence presented by the Coast Guard. This change applies to uninspected vessels and does not affect procedures for inspected vessels. FCC rules require that operators of radio equipment, capable of maritime transmission, have a legible copy of the ship's "station license" posted at the principle control point of each radio unit. A posted copy must indicate the location of the original. If a license cannot be posted, then it must be kept where it is readily available for inspection. The license regulations apply to equipment such as VHF maritime radios, VHF hand held radios, emergency position indicating radio beacons (EPIRB), receive only radars or radio telephones. The regulations exempt CB radios and cellular telephones. Failure to obtain the proper license could result in a criminal misdemeanor with penalties up to \$10,000, one year in prison or both.

VHF MARINE RADIO INFORMATION

When operating VHF-FM Radio equipment adhere to the following procedures:

Channel 16 may ONLY be used for Distress and Calling. Keep all calls as short as possible. Keep ALL calling to an ABSOLUTE MINIMUM on Channel 16.

It is ILLEGAL to use Channel 16 for radio checks with the Coast Guard. Use other working channels. Before transmitting, LISTEN long enough to be sure there is not a distress in progress and to also ensure you will not interfere with another station making a call.

Do NOT call Marine Operators on Channel 16. Use their working channel. Children should be instructed how to operate the radio in case of an emergency, but they also must be taught that it is NOT A TOY or a land telephone or CB circuit (some adults need to be reminded of this also.) Be sure the channel you are using is appropriate for the type of communications. Each channel has a designation.

Use LOW POWER or one watt whenever possible to avoid interference to other users (mandatory on Channels 13, 14, & 67). NO unnecessary communications of any kind are permitted on VHF. General chitchat is not permitted.

Use your FCC assigned call letters at the beginning and end of each transmission sequence. Never use a Telephone Credit Card on your VHF to the Marine Operator. Other people can hear your number.

Use only a Marine Telephone Identification Number "MIN". Your VHF MUST be licensed. If you cruise outside U.S. waters you must have an operators license.

CHAPTER IV

VESSEL TRAFFIC SAFETY

HOUSTON-GALVESTON VESSEL TRAFFIC SERVICE

COMMANDING OFFICER
U.S. COAST GUARD
VESSEL TRAFFIC SERVICE HOUSTON-GALVESTON
P.O. BOX 545
GALENA PARK, TX 77547-0545

The Houston-Galveston Vessel Traffic Service (VTS) was established in 1975 under the authority of the Ports and Waterways Safety Act of 1972 to improve maritime safety and efficiency in the Houston-Galveston-Texas City port complex, one of the busiest ports in the United States. The VTS, acting as a communications hub, accomplishes its mission by providing accurate, relevant, and timely information to mariners, port authorities, facility operators, and local, state, and federal agencies. VTS information facilitates the prevention of vessel collisions, ramblings, and groundings, and consequently reduces the losses of lives and property as well as the environmental damage that are associated with these accidents. VTS information also enables waterways managers, mariners, and advisory groups to understand better the processes at work in the port's complex waterway system and to make improvements to those processes. Participation in the VTS Vessel Movement Reporting System is mandatory for vessels greater than 131 feet in length, vessels greater than 26 feet engaged in towing, and vessels authorized to carry 50 or more passengers, which are engaged in trade. VTS uses a combination of two VHF-FM radio frequencies, two radar sites, and 8 closed-circuit television sites to collect, verify, evaluate, and disseminate information to the waterway users. The VTS Operations Center is collocated with Marine Safety Office Houston-Galveston.

Current VTS Houston Galveston's operating requirements, designated frequencies, precautionary areas, and mandatory reporting points are detailed in the Coast Pilot; Chapter 2 Part 161 - Vessel Traffic Management, tables 161.12(b), and 161.35©. For a VTS user manual, area chartlets, or to schedule a Vessel Traffic Center tour, please write to:

VTS personnel are also available by phone 24 hours a day at (713) 674-8488.

BERWICK BAY VESSEL TRAFFIC SERVICE

U.S. COAST GUARD
MARINE SAFETY OFFICE
800 DAVID DRIVE
ROOM 232
MORGAN CITY, LA 70380-1304
TELEPHONE: (504) 380-5370
FAX: (504) 385-1687

Participation in Vessel Traffic Service (VTS) Berwick Bay is mandatory in accordance with 33 CFR 161.15. Vessel operators intending to transit the VTS Berwick Bay area should have a copy of VTS User's Manual for reference. A copy of this manual may be obtained from the above address. VTS Berwick Bay utilizes a VHF-FM communication network, which is guarded continuously by Coast Guard personnel, and all transmissions to and from the Vessel Traffic Center (VTC) are automatically recorded. The VTC has the capability of monitoring the VTS area with closed circuit television and radar.

Participation in VTS Berwick Bay is accomplished through the use of VHF-FM Channel 11 (156.550). During periods of high water, horsepower to length requirements are placed on transiting tows. Notification of when high water limitations are in effect is accomplished through Broadcast and Local Notice to Mariners.

BERWICK BAY VESSEL TRAFFIC SERVICE (Continued)

During periods of high water, mariners are requested to exercise extreme caution due to severe cross-currents, which set to the west toward Morgan City between the highway and railroad bridges. The effect of cross-currents may be increased due to local wind conditions. Severe currents may also be encountered at the Atchafalaya River, Intracoastal Waterway junction at Little Wax Bayou, mile 98.5 west of Harvey Lock. Mariners must give due regard to the handling characteristics and available horsepower of their vessels. In addition, tows transiting Southbound through the Berwick Bay bridge complex are recommended to use an additional crew member in the pilothouse to assist the vessel operator with communications, radar observations and lookout responsibilities through this critical approach area.

Mariners should make effective use of their assist boat (if required). These assist vessels transit Berwick Bay more frequently than almost any other vessels, thus these operators can generally provide expert advice on local conditions and can contribute significantly to a safe transit through this especially hazardous area. Mariners are also reminded that the Berwick Bay Bridge Approach Danger Range, located on the west side highway bridge abutments, marks the western boundary of the suggested downbound course for approaching the bridges. This range is not to be steered on. Downbound tows to the west or right of this range are standing into danger and must take early corrective action to avoid being set down onto the highway bridge west abutments.

The mariner is cautioned that information provided by the VTC is to a large extent based upon reports of participating vessels and can be no more accurate than the information received. The Coast Guard may not know of all hazardous circumstances within the VTS area. Unreported hazards may confront the mariner at any time. Any conflicting circumstances or hazardous conditions should be reported to the VTC immediately.

TRAFFIC SEPARATION SCHEMES AND AREAS TO BE AVOIDED

To increase the safety of navigation, particularly in converging areas of high traffic density, routes incorporating traffic separation have been established in certain areas of the world. In the interest of safe navigation, it is recommended that through traffic use these schemes, as far as circumstances permit, by day and by night and in all weather conditions.

An area to be avoided is a routing measure comprising an area within defined limits, in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties, and which should be avoided by all ships, or certain classes of ships.

The International Maritime Organization (IMO) is recognized as the only international body responsible for establishing and recommending measures on an international level concerning ships' routing. In deciding whether or not to adopt or amend a traffic separation scheme, IMO will consider whether the scheme complies with the design criteria for traffic separation schemes and with the established methods of routing. IMO also considers whether the aids to navigation proposed will enable mariners to determine their position with sufficient accuracy to navigate the scheme in accordance with Rule 10 of the International Regulations for Preventing Collisions at Sea. (72 COLREGS)

General principles for navigating in Traffic Separation Schemes are as follows:

1. A ship navigating in or near a traffic separation scheme adopted by IMO shall in particular comply with Rule 10 of the 72 COLREGS to minimize the development of risk of collision with another ship. The other rules of the 72 COLREGS apply in all respects, and particularly the steering and sailing rules if risk of collision with another ship is deemed to exist.
2. Traffic separation schemes are intended for use by day and by night in all weather.
3. Traffic separation schemes are recommended for use by all ships unless stated otherwise. Bearing in mind the need for adequate under keel clearance, a decision to use a traffic separation scheme must take into account the charted depth, the possibility of changes in the seabed since the time of last survey, and the effects of meteorological and tidal conditions on water depths.
4. A deep water route is an allied routing measure primarily intended for use by ships, which require the use of such a route because of their draft in relation to the available depth of water in the area concerned. Through traffic, to which the above consideration does not apply, should avoid following deep water routes if practicable. When using a deep water route, mariners should be aware of possible changes in the indicated depth of water due to meteorological or other effects.

5. The arrows printed on charts merely indicate the general direction of traffic; ships should not set their courses strictly along the arrows.
6. Vessels should, so far as practicable, keep clear of traffic separation line or separation zone.
7. Vessels should avoid anchoring in traffic separation scheme or in the area near its termination.
8. The signal “YG” meaning “You appear not to be complying with the traffic separation scheme” is provided in the International Code of Signals for appropriate use.

NOTE: Several governments administering Traffic Separation Schemes have expressed their concern to IMO about the large number of infringements of Rule 10 of the 72 COLREGS and the dangers of such contraventions to personnel, vessels and environment. Several governments have initiated surveillance of traffic separation schemes for which they are responsible and are providing documented reports of vessel violations to flag states.

As in the past, the U. S. Coast Guard will investigate these reports and take appropriate action. Mariners are urged to comply at all times with the 72 COLREGS and, in particular, Rule 10 when operating in or near Traffic Separation Schemes.

9. Notice of temporary adjustments to traffic separation schemes for emergencies or for accommodation of activities, which would otherwise contravene Rule 10 or obstruct navigation may be made in Notices to Mariners. Temporary adjustments may be in the form of a precautionary area within a traffic lane, or a shift in the location of a lane.
10. The IMO approved routing measures, which affect shipping in Eighth District waters are:
 - a. Approaches to Galveston Bay (refer to NOS Chart 11323).
 - b. Louisiana Offshore Oil Port (LOOP) in the Gulf of Mexico (refer to NOS Chart 11359).

REGULATED NAVIGATION AREAS

a. Lower Mississippi River Between Miles 88 and 127 Above Head of Passes (AHP)

The Coast Guard Captain of the Port New Orleans enforces regulations that govern the mooring of barges in fleets, fleeting operations and towing operations. Special high water regulations place additional restrictions upon operators in the area. Operators of towing vessels in the above area should refer to 33 CFR 165.803 or contact the Captain of the Port New Orleans for information.

b. Lower Mississippi River Between Miles 311.5 and 340 Above Head of Passes (AHP)

The Coast Guard Captain of the Port New Orleans enforces regulations that govern and prohibit the mooring of vessels in the area of Old River Control structure and the new Auxiliary Control Structure. See 33 CFR 162.80.

c. Calcasieu River, Louisiana

The Calcasieu River from the Calcasieu jetties up to and including the Port of Lake Charles. Unless authorized by the Captain of the Port, Port Arthur, TX, tows on a hawser of 1,000 gross tons or greater are prohibited unless such tows have a tug of sufficient horsepower made up to the tow in such a manner as to insure that complete and effective control is maintained at all times. Inbound vessels only may shift the tow or pick up an additional tug within 100 yards inside the entrance jetties provided that such action is necessary or prudent seamanship. See CFR 165.807.

d. Sabine Neches Waterway, Texas

The Sabine Neches Waterway includes the following waters: Sabine Pass Channel, Port Arthur Canal, Sabine Neches Canal, Neches River, Sabine River and all navigable waterways tributary to them. Unless authorized by the Captain of the Port, Port Arthur, TX, tows on a hawser of 1,000 gross tons or greater are prohibited unless such tows have a tug of sufficient horsepower made up to the tow in such a manner as to insure that complete and effective control is maintained throughout the transit. Inbound vessels only may shift the tow or pick up an additional tug within 100 yards inside the entrance jetties provided that such action is necessary or prudent seamanship. See CFR 165.806

LIMITED ACCESS AREAS PERMANENT SAFETY ZONES

a. Lower Mississippi River Vicinity of Old River Control Structure

The area enclosed by the following boundary is a safety zone: from Black Hawk Point Light, mile 316.1 AHP to a point opposite Ft. Adams Light, mile 311.5 AHP, along the low water reference plane above the right descending bank; thence to the levee on a line perpendicular to the channel centerline; thence along the levee to the upstream end of Old River Overbank structure; thence along a line to the Black Hawk Point Light. Any vessel desiring to enter this safety zone must first obtain permission from the Corps of Engineers, Old River Control Structure. See 33 CFR 165.802 53 FR 82 July 1, 1990.

b. Snake Island - Texas City, Texas

The following is a safety zone: The west and northwest shores of Snake Island; the turning basin west of Snake Island; the area of Texas City Channel from the north end of the Turning Basin to a line drawn 000° true from the Northwestern most point of Snake Island. All vessels are prohibited from mooring, anchoring or stopping. Vessels shall advise Captain of the Port, Galveston of emergencies. See 33 CFR 165.804.

c. Calcasieu Channel and Industrial Canal - Calcasieu River, Lake Charles, Louisiana

The waters within the following boundaries are a safety zone: The area extending 150 feet out into the Industrial Canal, Calcasieu River, Lake Charles, LA, along the shoreline of the Trunkline Liquid Natural Gas (LNG) Company's waterfront property, from position 30°06'31.9"N, 93°17'37.0"W to the end of the Turning Basin and to include an area 50 feet out from LNG ships while moored to the Trunkline facility. The area 2 miles ahead, 1 mile astern, and to either side of a non-gas free LNG vessel, to the width of the ship channel, while the vessel is transiting the Calcasieu River Ship Channel and between Lighted Whistle Buoy "CC" and the Trunkline LNG facility. Meeting, crossing, or overtaking are not permitted unless authorized by Captain of the Port, Port Arthur. See 33 CFR 165.805.

LIMITED ACCESS AREAS PERMANENT SAFETY ZONES

d. Corpus Christi Ship Channel

The following areas are safety zones:

- (1) The waters within a 500 yard radius of inbound tank vessels loaded with Liquefied Petroleum Gas (LPG) while the vessel transits the Corpus Christi Ship Channel to the LPG facility and moors.
- (2) The waters within a 500 yard radius of outbound LPG carriers while the vessels departs the LPG facility and transits the Corpus Christi Ship Channel, until the vessel passes the seaward extremity of the Aransas Pass Jetties. See 33 CFR 165.808.

ANCHORAGE AREAS

Special Anchorage Areas - Vessels not more than 65 feet in length, when at anchor, shall not be required to carry or exhibit the white anchor lights required by the Navigation Rules. Special Anchorages are located in Corpus Christi Bay 33 CFR 110.75 and Amistad Reservoir 33 CFR 110.77.

Anchorage Grounds - Designated and specific regulations for anchorages in the Eighth Coast Guard District are listed in the Code of Federal Regulations. The areas are Mobile Bay, AL, at entrance (110.194), Mobile Bay, AL, and Mississippi Sound, MS (110.194 (a)) and Gulf of Mexico, near Petit Bois Island, MS, (110.194 (b)); Mississippi River below Baton Rouge, LA, including South and Southwest Passes (110.195), Sabine Pass Channel, Sabine Pass, TX, 110.96, Galveston Harbor, Bolivar Roads Channel, TX (110.197). See 33 CFR 110.

INLAND WATERWAYS NAVIGATION REGULATIONS (OVERSIZE TOWS)

These regulations apply to all waterways from St. Marks, FL., to the Rio Grande tributary to the Gulf of Mexico and the Gulf Intracoastal Waterway (except the Mississippi River, its tributaries, South and Southwest Passes and the Atchafalaya River).

General Regulations are contained in 33 CFR 162.75 (b) (1)-(4) pertaining to channels, fairways, anchoring, mooring, and speed.

Oversize Tow Regulations 33 CFR 162.75 (b) (5):

On waterways 150 feet wide or less, tows which are longer than 1,180 feet including the towing vessel, but excluding the length of the hawser, or wider than one-half of the bottom width of the channel or 55 feet, which ever is less are not allowed. Permission for oversize tow movements must be received from the Captain of the Port on a case by case basis. In addition, the following exceptions are allowed:

Gulf Intracoastal Waterway - Between mile 6.2 East of Harvey Locks (EHL) (Inner Harbor Navigation Canal Lock) and mile 33.6 EHL tows of 75 feet in width will be allowed.

Gulf Intracoastal Waterway - Between mile 33.6 EHL and the Mobile Bay Ship Channel, tows of 110 feet in width will be allowed if under 750 feet in length including the towboat but excluding the length of the hawser.

Gulf Intracoastal Waterway - Mobile Bay Ship Channel to St. Marks, FL., for tows made up of empty barges on the off or shallow side, a width of 75 feet will be allowed.

All tows navigating the Pass Manchac bridges in Louisiana are limited to no more than two barges, not to exceed a combined tow length of 400 feet (excluding the towboats). Vessel operators for tows exceeding these limits must request and receive permission from the COTP New Orleans prior to navigating the bridges. Requests should be made by telephoning the COTP at 504-589-6261. For all exemptions listed oversize tows shall give way in meeting and overtaking situations involving other tows, vessels, or floating plants working in channels to the extent necessary to ensure a minimum of one-half channel width to all users. This includes disassembling tows, if required, to effect a safe passage.

In addition to the exemptions listed in 33 CFR 162.75 (b) (5) the following exemptions are in effect for the Eighth Coast Guard District:

GULF INTRACOASTAL WATERWAY (GIWW)

SPECIAL NOTICE TO NAVIGATION OVERWIDTH TOWS ON GIWW - COE LOCKING REGULATIONS

As of June 1, 1989, tows over 55 feet in width and tows configured with offset barges transiting the Inner Harbor Navigation Canal, Harvey, Algiers, Bayou Boeuf, Leland Bowman and Calcasieu locks shall station either two deckhands or one deckhand equipped with radio communications on the bow of the tow during lockage. Tow operators utilizing radio communications with a deckhand shall notify the lock operator of their working channel for monitoring and lockage instructions. These procedures are necessary to minimize marine damages, which create safety and operational hazards at navigation structures. Tows not in compliance with the above procedures shall be denied lockage in accordance with 33 CFR, Navigation and Navigable Waters, part 207.180 paragraph (d) (2) and (d) (7).

GIWW Between mile 238.5 WHL (west side of Calcasieu Locks) and mile 352 WHL (Pelican Island Cut), for tows made up of empty barges on the off or shallow side, a width of up to 110 feet will be allowed, provided that, if the width exceeds 55 feet, the overall length, shall not exceed 750 feet including the length of the hawser.

GIWW, Main Stem - Between mile 352 WHL (Pelican Island Cut) and mile 363 WHL, tows of up to 72 feet in width will be allowed, provided that, the overall length shall not exceed 750 feet including the towboat but excluding the length of the hawser.

GIWW - Between 363 WHL and mile 670.6 WHL (Brownsville Channel), for tows made up of empty barges on the off or shallow side, a width of up to 110 feet will be allowed, provided that, if the width exceeds 55 feet, the overall length shall not exceed 750 feet including the towboat, but excluding the length of the hawser. This exemption to the regulations does not apply to the Brazos River Floodgates (Mile 400.8 WHL) or the Colorado River Locks (Mile 441.5 WHL) since these Government-owned facilities have a horizontal clearance of 75 feet.

APALACHICOLA, CHATTAHOOCHEE AND FLINT RIVERS (TRI-RIVERS SYSTEM)

Tows up to 55 feet in width will be allowed. For southbound tows made up of two empty barges, a width of 72 feet will be allowed. All tows shall not exceed a combined tow length of 450 feet, excluding the towboat.

BILOXI EAST CHANNEL TO BACK BAY CHANNEL

Between the GIWW and the end of Back Bay Channel (300 yards west of Big Island), tows having a width of less than 75 feet and an overall length of less than 750 feet, including the towboat but not the length of the hawser will be allowed.

CHOCOLATE BAYOU CHANNEL

Between the GIWW at mile 376 WHL and mile 8.1 (Chocolate Bayou Channel), tows of up to 55 feet in width will be allowed.

VICTORIA CHANNEL

Between the Gulf Intracoastal Waterway at mile 492 WHL and mile 34.6 (Victoria Channel), tows of up to 55 feet in width will be allowed.

NOTE: Revision of these GIWW tow size regulations are currently being considered by the Coast Guard. The changes will allow for tows up to 55 ft wide by 1194 ft, or 72 ft wide and 750 ft long to transit the GIWW, Port Allen Route and other waterways without a permit. It is expected that permits will rarely be granted. Present exceptions will be written into the new regulations. (Final publication date is not known at this time. Existing regulations remain in force until new regulations are promulgated).

HIGH WATER TOWING LIMITATIONS, MORGAN CITY, LA

The high water limitations apply to the operation of vessels with tows intending to transit under the lift span of the Southern Pacific Railroad (SPRR) bridge or through the navigational openings of either the U.S. Highway 90 bridge or the LA Route 187 bridge, both north of the SPRR bridge. MSO MORGAN City will issue a precautionary notice for these limitations when the Morgan City River Gage reads 2.5 feet above mean sea level. The limitations are in effect when the gage reads 3 feet or more above mean sea level. Contact MSO Morgan City for information.

VESSEL TRAFFIC CONTROL LIGHTS ALGIERS POINT, NEW ORLEANS HARBOR

When the Mississippi River reaches 8 feet on the Carrollton Gage on a rising stage, and until the gage reads 9 feet on a falling stage, the movement of all ships and all tugs with tows in the vicinity of Algiers Point are governed by red and green lights. They are the Governor Nicholls Light located on the left descending bank on the wharf shed at the upstream end of Esplanade Avenue Wharf, New Orleans, approximately 94.3 miles above Head of Passes, and Gretna Light located on the right descending bank on top of the levee at the foot of Ocean Avenue, and approximately 96.6 miles above Head of Passes. Communication with the Governor Nicholls and Gretna Light Operators using radiotelephone channel 67 VHF-FM (or channel 16 VHF-FM for emergency communications only) is mandatory for all vessels intending to navigate the regulated area. Contact MSO New Orleans for additional information.

NAVIGATION RULES

The International Rules are applicable seaward of the COLREGS demarcation lines, and the Inland Rules apply inside these lines. The demarcation lines are printed on most navigational charts and are published in the NAVIGATION RULES International-Inland (COMDTINST M16672.2B). The vessel operator is responsible for knowing, understanding and following the applicable navigational rules. Copies of the rules may be obtained from your local chart agent or the Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402-9322 (Tel: (202) 783-3238).

ALPHA FLAG FOR RESTRICTED MANEUVERABILITY (Due to Diving Operations)

There has been some confusion over the status of the traditional sports divers' flag because of a change to the U.S. Inland Navigation Rules concerning the use of a one meter rigid replica of the International Code Flag Alpha (a blue and white flag). The Alpha flag is to be flown on small vessels engaged in diving operations whenever these vessels are restricted in their ability to maneuver if divers are attached to the vessel. But in sports diving, where divers are usually free swimming, the Alpha flag does not have to be shown and the Coast Guard encourages the continued use of the traditional sports diver flag. The distinction the Coast Guard wants to make clear is: The Alpha flag is a navigational signal intended to protect the vessel from collision. The sports diver flag is an unofficial signal that, through custom, has come to be used to protect the diver in the water. It is the responsibility of the operator of a diving vessel to determine if his craft's movements are restricted. To be most effective, the sports diver flag should be exhibited on a float in the water to mark the approximate location of the diver.

SPECIAL RULES WITH RESPECT TO ADDITIONAL STATION AND SIGNAL LIGHTS FOR NAVY SHIPS

1. Man overboard lights - Naval vessels may display, as a means of indicating man overboard, two pulsating, all around red lights in a vertical line located on a mast from where they can best be seen.
2. Yard arm signaling lights - Naval vessels may display, as a means of visual signaling, white all around lights at the end of the yardarms. These lights will flash in varying sequences to convey the intended signal.
3. Aircraft warning lights - Naval vessels may display, as a means of indicating the presence of an obstruction to low flying aircraft, one or two all around red lights on each obstruction.
4. Underway replenishment contour lights - Naval vessels may display, as a means of outlining the contour of the delivery ship during night time underway replenishment operations, red or blue lights at deck edge extremities. These lights are being converted to blue, vice red, therefore either color may be seen until conversion is complete.
5. Mine clearance station keeping lights - Naval vessels engaged in minesweeping operations may display as an aid in maintaining a prescribed interval and bearing, two white lights in a vertical line visible from 070° through 290° relative.
6. Submarine identification light - Submarines may display, as a distinctive means of identification, an intermittent flashing amber (yellow) beacon with a sequence of operation of one flash per second for three (3) seconds followed by a three (3) second off-period.
7. Special operations lights - Naval vessels may display, as a means of coordinating certain operation, a revolving beam colored red, green or amber, located on either yardarm or mast platform from where it can be seen all around the horizon.
8. Convoy operations stern light - Naval vessels may display, during periods of convoy operations, a blue light located near the stern, with the same characteristics as, but in lieu of the normal white stern light.
9. Wake illumination light - Naval vessels may display a white light located near the stern to illuminate the wake.
10. Flight operations light - Naval vessels engaged in night flight operations may display various arrangements of light systems containing combinations of different colored lights as a means of assisting in the launch and recovery of aircraft and enhancing flight safety. These light systems will be located at various points on the vessels, depending on the vessel type and nature or the flight operations being conducted.
11. Amphibious operations lights - Naval vessels engaged in night amphibious operations may display various arrangements of light systems containing combinations of different colored lights as a means of assisting in the launch and recovery of assault craft and enhancing the safety of the amphibious operation. These light systems will be located at various points on the vessels, depending on the vessel type and the nature of the amphibious operations being conducted.
12. Replenishment-at-sea floodlights - Naval vessels engaged in replenishment-at-sea operations may display various arrangements of floodlights of different colors for general illumination of equipment, work areas and cargo being transferred between ships. These lights will be located at various points on the vessels, depending on the vessel type and location of the replenishment-at-sea.
13. Replenishment-at-sea cargo transfer signal lights - Naval vessels engaged in replenishment-at-sea operations may display one or more red light signal devices on the delivery side of the vessels. These devices display various combinations of lights to indicate type of cargo being transferred.
14. Replenishment-at-sea truck light - Naval vessels engaged in replenishment-at-sea operations may display one or more red all-round light(s) located on a mast to assist the receiving vessel in approaching the delivery vessel.
15. Replenishment-at-sea lights - Naval aircraft carriers and similar type vessels may display two all-round lights installed along the forward starboard flight deck edge to indicate the fore-and-aft axis when the aircraft carrier or similar type vessel is the delivery vessel.

UNITED STATES NAVAL VESSELS - NAVIGATIONAL LIGHT WAIVERS - DISTINCTIVE LIGHTS AUTHORIZED FOR NAVAL VESSELS

All ships are warned that, when U.S. Naval vessels are met on the high seas or on navigable waters of the United States during periods when navigational lights may be displayed; certain navigational lights of some naval vessels may vary from the requirements of the regulations for Preventing Collisions at Sea, 1972, and rules applicable to the navigable waters of the United States, as to number, position, range of visibility or arc of visibility. Reasons of military function or special construction of the naval ships necessitates these differences. An example is the aircraft carrier where the two white lights are considerably displaced to starboard from the center or keel line of the vessel when viewed from ahead. Certain other naval vessels cannot comply with horizontal separation requirements of the white lights, and the two white lights on even larger naval vessels, such as some cruisers, will thus appear to be crowded together when viewed from a distance. Other naval vessels may also have unorthodox navigational light arrangements or characteristics when seen either underway or at anchor.

Naval vessels may also be expected to display certain other lights. These lights include, but are not limited to, different colored recognition light signals, and aircraft landing lights. These lights may sometimes be shown in combination with navigational lights.

During naval maneuvers, naval ships, alone or in company, may also dispense with showing any lights, though efforts will be made to display lights on the approach of shipping.

Naval vessels, except for aircraft carrier types (CV, CVN, AVT, LPH and LHA), may dispense with showing the masthead lights during operations or maneuvers in which the vessels are restricted in ability to maneuver.

CAUTION REGARDING APPROACH OF SINGLE VESSELS TOWARD NAVAL FORMATIONS AND CONVOYS

A formation of warships or a convoy is more difficult to maneuver than a single ship. Therefore, the attention of masters is called to the danger to all concerned which is caused by a single vessel approaching a formation of warships or convoy so closely as to involve risk of collision, or attempting to pass ahead of, or through such a formation or convoy. All ships are therefore cautioned to employ the customary manners of good seamanship and where there is ample sea room, adopt early measures to keep out of the way of a formation of warships or convoy. The fact that, in the interests of safety, a single vessel should keep out of the way of a formation or convoy does not entitle vessels sailing in company to proceed without regard to the movements of the single vessel. Vessels sailing in formation or convoy should accordingly keep a careful watch on the movements of any single vessel approaching the squadron or convoy and should be ready, in the case the single vessel does not keep out of the way, to take such action as will best avert collision.

IMPROPER USE OF SEARCHLIGHTS AND FLOODLIGHTS AT SEA

The Coast Guard has received reports that fishing vessels which use high intensity lights when setting and retrieving gear are routinely leaving them lit at all times when the vessel is underway. Although these lights may make a vessel easier to locate at great distances, improper use could interfere with the safe navigation of vessels. This may constitute a violation of the International Regulations of Preventing Collisions at Sea, 1972 (72 COLREGS) if the glare of such lights:

- (a) Interferes with the night vision of mariners operating in the vicinity and the keeping of a proper lookout - Rule 5 and 20 (proper lookout).
- (b) Obscures the navigation lights of the vessel, making it difficult to determine a vessel's heading and type of operation - Rule 20 (impair distinctive character of navigation lights).
- (c) Makes it difficult for mariners to identify aids to navigation and their geographical location in the vicinity of the vessel using these lights - Rule 36 (mistaken for any aid to navigation or embarrass another vessel).

Several reports indicated a vessel using sodium vapor floodlights was mistakenly reported as a vessel on fire, which resulted in a search and rescue response to a false alarm. The use of these high intensity lights may ultimately reduce the level of vigilance on the part of other mariners, which could result in an actual distress situation not being reported or answered. This notice does not prohibit a vessel from using any lights that cannot be mistaken for the lights specified in the 72 COLREGS. Mariners are cautioned that all types of high intensity lights when used at sea must be properly directed or adequately screened to ensure that under any conditions such lights will not embarrass another vessel, be misinterpreted, or illuminate beyond the immediate vicinity of the vessel. When these lights are not being used for a specific task they should be extinguished.

CHAPTER V

AIDS TO NAVIGATION

CAUTION TO BE USED IN RELIANCE

UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol on nautical chart is used to indicate the approximate position of the buoy and the sinker, which secured the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical location. These limitations include, but are not limited to, inherent imprecision in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy bodies and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, or sunk. Lighted buoys may be extinguished or sound signals may not function as the result of natural causes, collisions, or other accidents.

For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard, always risk collision with a yawing buoy or with the obstruction the buoy marks.

REPORTING AID TO NAVIGATION DISCREPANCIES

Experienced mariners realize that the Coast Guard cannot keep the thousands of aids to navigation comprising the federal system under simultaneous and continuous observation. For this reason, it is impossible to maintain every buoy, daybeacon, light or fog signal and other aids operating properly and on its charted position at all times. Therefore, the safety of mariners and that of all persons embarked or serving in vessels will be enhanced if every person who discovers an aid to be missing, sunk, capsized, or damaged, or who observes a defect in the position or characteristic of any aid, will promptly notify the nearest Coast Guard unit of the fact.

COLLISION WITH OR DAMAGE TO AIDS TO NAVIGATION

It frequently occurs that aids to navigation are collided with, causing damage and displacement, or complete loss, without the knowledge of the Coast Guard. The replacement or repair of such aids is consequently often not made as promptly as desired. This situation results in diminished protection for marine traffic, and is attributable in large part to the failure of vessel operators to furnish notice of these collisions to the nearest local or district office of the U.S. Coast Guard, or to Coast Guard Headquarters, as required by law and regulation. The prompt submission of notice of any marine casualty or accident, including damage or destruction of aids to navigation, is required by the Marine Investigation Regulations, Section 4.05-20 of Title 46, Code of Federal Regulations, with penalty for noncompliance. Mariners are also required to provide owner/operator identification.

INTERNATIONAL ASSOCIATION OF LIGHTHOUSE AUTHORITIES (IALA) MARITIME BUOYAGE SYSTEM

The IALA Maritime (combined Cardinal/Lateral) Buoyage System has been, is being, or will be implemented by nearly every maritime buoyage jurisdiction worldwide as either REGION A buoyage (red to port) or REGION B (red to starboard). The actual conversion in REGION A began in 1977 and is continuing. Conversion in REGION B has begun and it can be anticipated that several years will be required to complete the transformation.

The terms “REGION A” and “REGION B” will be used to determine which type of buoyage region is in effect or undergoing conversion in a particular area. The major difference between the two buoyage regions concerns the lateral marks. When viewed from sea, the lateral marks in REGION A will be red to port; in REGION B they will be red to starboard. Shapes of lateral marks will be the same in both REGIONS, can to port; cone (nun) to starboard. Cardinal and other marks will continue to follow current guidelines and may be found in both REGIONS. A modified lateral mark, indicating the preferred channel where a channel divides, has been introduced for use in both REGIONS. It is intended that after a reasonable period of time, each chart will make reflection to REGION A or REGION B to indicate which type of lateral buoyage is in used in that particular area. The precise limits between the two REGIONS cannot be defined at this time; however, a graphic illustration showing the approximate REGION A AND B limits is provided below.

Mariners are advised that the U.S. maritime aids to navigation system have been modified to incorporate the International Association of Lighthouse Authorities (IALA) Maritime Buoyage System for REGION B.

CHARACTERISTICS OF LIGHTS

Type - Abbreviation - Description

1. FIXED - F - A light showing continuously and steady.
2. OCCULTING - A light in which the total duration of light in a period is longer than the total duration of darkness and the intervals of darkness (eclipses) are usually of equal duration.
 - 2.1 Single-occulting - Oc - An occulting light in which an eclipse is regularly repeated.
 - 2.2 Group occulting - Oc(2) - An occulting light in which a group of eclipses, specified in numbers, is regularly repeated.
 - 2.3 Composite group-occulting - Oc(2+1) - A light similar to a group-occulting light, except that successive groups in a period have different numbers of eclipses.
3. ISOPHASE - Iso - A light in which all durations of light and darkness are equal.
4. FLASHING - A light in which the total duration of light in a period is shorter than the total duration of darkness and the appearances of light (flashes) are usually of equal duration.
 - 4.1 Single-flashing - Fl - A flashing light in which a flash is regularly repeated (not to exceed 30 flashes per minute)
 - 4.2 Group flashing - Fl(2) - A flashing light in which a group of flashes, specified in number, is regularly repeated.
 - 4.3 Composite group-flashing - Fl (2+1) - A light similar to a group flashing light except that successive groups in the period have different numbers of flashes.
5. QUICK - A light in which flashes are produced at a rate of 60 flashes per minute.
 - 5.1 Continuous quick - Q - A quick light in which a flash is regularly repeated.
 - 5.2 Interrupted quick - IQ - A quick light in which the sequence of flashes is interrupted by regularly repeated eclipses of constant and long duration.
6. MORSE CODE - Mo(A) - A light in which appearances of light of two clearly different durations (dots and dashes) are grouped to represent a character or characters in Morse code.
7. FIXED AND FLASHING - FFL - A light in which a fixed light is combined with a flashing light of higher luminous intensity.
8. ALTERNATING - Al RW - A light showing different colors alternately.

ISOLATED DANGER MARKS

These aids are presently being introduced into the system. They will be used to mark hazards, which have navigable water all around them. They may be buoys or fixed structures with red and black bands (similar to the old preferred channel mark now being phased out). They can also be identified by their topmark, which consists of two black spheres, one above the other, on both lighted and unlighted aids. If lighted, they will display a Group Flashing (2) White light, Fl(2) 5s. An ISOLATED DANGER MARK should not be approached closely without special caution.

VANDALISM OF AIDS TO NAVIGATION

Vandalism of aids to navigation is a serious problem in the Eighth Coast Guard District. Many of the aids, which are vandalized, require thousands of dollars to replace and may well endanger the lives and property of the mariners who depend on them for safe navigation. Vandalism ranges from destruction of lights by gunfire and malicious destruction to stealing the lanterns and batteries. Mariners are urged to report cases of vandalism to the nearest Coast Guard unit or by calling the Eighth Coast Guard District, Aids to Navigation Branch, at (504) 589-3075. Information pertaining to names, times, places and descriptions of boats or vehicles will be helpful in prosecuting malefactors.

33 CFR, Parts 70.05-1 and 70.05-5 state:

“No person shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States.”

PENALTY: “Every person and every corporation that shall violate, or that shall knowingly aid, abet, authorize, or instigate a violation of the provisions of 70.05-1 shall be guilty of a misdemeanor, and on conviction thereof shall be punished by fine not exceeding \$2500.00 or less than \$500.00, or by imprisonment (in case of a natural person) for not less than thirty days nor more than one year, or both, one half of such fine to be paid to the person or person giving information which shall lead to conviction. (CFR 52-15, 18 CFR 12).”

AIDS TO NAVIGATION MAINTENANCE SIGNALS

A Coast Guard vessel engaged in Aids to Navigation work will display the following signals (Navigation Rules, Rule 27):

Day—Three black shapes in a vertical line where they can best be seen. The highest and lowest of these shapes shall be balls and the middle one a diamond.

Night—Three all-round lights, equally spaced, at least 2 meters apart in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white.

Mariners passing Coast Guard vessels displaying these signals are required to reduce their speed to insure safety of both vessels and personnel.

PRIVATE AIDS TO NAVIGATION

Coast Guard Approval: No person, public body, or instrumentality not under the control of the Coast Guard, except the Armed Forces and states with designated state waters, shall establish, erect, or maintain in the navigable waters of the United States any aid to maritime navigation, without first obtaining permission to do so from the Coast Guard. No authorized private aid to navigation can be changed, moved, or discontinued without prior permission from the Coast Guard.

Application Procedures: Submit an application to establish and maintain private aids to navigation, with all appropriate parts of the form completed, to Commander, Eighth Coast Guard District (oan). Application form (CG-2554) will be provided upon request. Approval of a private aid to navigation application by the Coast Guard automatically constitutes authorization by the U.S. Army Corps of Engineers (ACOE) to establish an aid to navigation, buoy or structure in the navigable waters of the United States, since the ACOE has issued a nationwide permit covering this.

Protection of Private Aids: Private Aids to Navigation must be maintained in proper working order and entitled to the same protection against interference or obstruction provided by law as Coast Guard aids to navigation. If interference or obstruction occurs, a prompt report containing all the evidence available should be made to the Eighth Coast Guard District. Any person obstructing or interfering with an authorized Private Aid to Navigation may be fined \$500.00 for each offense (33 CFR 70.01).

Changes required to Private Aids: Private Aids to Navigation owners must comply with recent U.S. Aid to Navigation System regulation changes by December 31, 1994. These changes, will make the U.S. Aid to Navigation System (including private aids) coincident with the International Association of Lighthouse Authorities (IALA) Maritime Buoyage System. This transition period allows conversion to be made in the course of routine maintenance. Some of the more noteworthy affects on private aid owners are as follows: Buoy owners must change all laterally black buoys to green. Special purpose buoys, which mark fishing reefs, cable areas, military exercise areas, etc., must be changed to yellow. Laterally significant lights must be the same color as buoys or daybeacons in that location. White lights on lateral aids will no longer be allowed. Special purpose lights must be yellow. Midchannel buoys are changing from black and white to red and white. All special purpose daybeacons must be changed to yellow. Notify the nearest Coast Guard unit with the position of any structure with aids to navigation discrepancies.

RACONS Authorized for Private Aids to Navigation

33 CFR 66.01 has been amended so that, upon application of the owner, the Coast Guard may approve voluntary use of radar beacons (RACONS) as private aids to navigation.

For further information and assistance concerning Private Aids to Navigation you may contact: Commander, (oan), Eighth Coast Guard District, Hale Boggs Federal Building, 501 Magazine Street, Room 1211, New Orleans, LA 70130-3396. Phone: (504) 589-6236

ELECTRONIC AIDS TO NAVIGATION

RACONS

Aids to navigation may be enhanced by the use of radar beacons (Racon). Racons, when triggered by pulses from a vessel's radar, will transmit a coded reply to the vessel's radar. This reply serves to identify the Racon station by exhibiting a series of dots and dashes which appear on the radar display emanating radially from the Racon. This display will represent the approximate range and bearing to the Racon. Although Racons may be used on both laterally significant and non-laterally significant aids to navigation, the Racon signal itself is for identification purposes only, and therefore carries no lateral significance. Racons are also used as bridge marks to mark the point of best passage. All Racon operate in the marine radar X-band from 9,300 to 9,500 MHz. Some frequency-agile Racon also operate in the 2,900 to 3,000 MHz marine radar S-band. Racons have a typical output of 100 to 300 milliwatts and are considered a short-range aid to navigation. Reception varies from a nominal range of 6 to 8 nautical miles when mounted on a buoy to as much as 17 nautical miles for a Racon with a directional antenna mounted at a height of 50 feet on a fixed structure. It must be understood that these are nominal ranges and are dependent upon many factors.

The beginning of the Racon presentation occurs about 50 yards beyond the Racon position and will persist for a number of revolutions of the radar antenna (depending on its rotation rate). Distance to the Racon can be measured to the point at which the Racon flash begins, but the figure obtained will be greater than the ship's distance from the Racon. This is due to the slight response delay in the Racon apparatus.

Radar operators may notice some broadening or spoking of the Racon presentation when their vessel approaches closely to the source of the Racon. This effect can be minimized by adjustment of the IF gain or sweep gain control of the radar. If desired, the Racon presentation can be virtually eliminated by operation of the FTC (fast time constant) controls of the radar.

RADIOBEACONS

As the first electronic system of navigation, radiobeacons provided offshore coverage and also became the first all-weather electronic aid to navigation. As of January 1997, only four Coast Guard operated traditional marine radiobeacons remain, these are located at (1) Nantucket LNB, MA (2) Yankeetown, FL (3) Ediz Hook, WA and (4) Barbers Point, HI. These remaining beacons are scheduled to be discontinued by the year 2000.

LORAN-C

LORAN, an acronym for LOnG RAnge Navigation, is an electronic aid to navigation consisting of shore-based radio transmitters. The LORAN system enables users equipped with a LORAN receiver to determine their position quickly and accurately, day or night, in practically any weather.

A user's position is determined by locating the crossing point of two lines of position on a LORAN-C chart. Many receivers have built-in coordinate converters, which will automatically display the receiver's latitude and longitude. With a coordinate converter, a position can be determined using a chart that is not overprinted with LORAN-C lines of position.

Although LORAN-C signal availability normally exceeds 99.9% and scheduled off-air periods are broadcast to the mariner, LORAN-C should not be relied upon as the only aid to navigation. A prudent navigator will use radar, radio direction finder, fathometer, and any other aid to navigation, in addition to the LORAN-C receiver.

For a more detailed explanation of the LORAN-C operating system, consult your Light List.

GLOBAL POSITIONING SYSTEM (GPS)

The Global Positioning System (GPS) is a satellite-based radionavigation system providing continuous worldwide coverage. GPS provides navigation, position, and timing information to air, marine, and land users. The GPS system has reached Full Operating Capability (FOC). FOC status signifies that the system meets specific requirements of performance. The GPS is operated and controlled by the Department of Defense (DOD) under U.S. Air Force management.

GPS consists of a constellation of 24 satellites, orbiting Earth in six planes of 4 satellites each, at an altitude of 10,900 nautical miles. The orbit period of each satellite is 12 hours. Mariners can expect 7 to 9 satellites available for use with unrestricted view of the sky. In areas where portions of the sky are blocked by mountains, buildings, or vegetation, fewer satellites can be expected. A minimum of three satellites is required for a two-dimensional solution. The DOD has reduced the accuracy available to civilian users for national security reasons; users can expect position solutions accurate to within +/- 100 meters. The GPS system does not provide integrity information and mariners should exercise extreme caution when using GPS in restricted waterways.

Although originally intended for military use only, Federal radionavigation policy has established that GPS will be available for civil use. Whenever possible, advance notice of when the GPS satellites should not be used will be provided by the DOD and made available by the U.S. Coast Guard.

DIFFERENTIAL GPS (DGPS)

The Coast Guard has implemented a new system for marine navigation called Differential GPS (DGPS). As the newest electronic system of navigation, DGPS transmitters provide offshore coverage and an all weather electronic aid to navigation capability. The Coast Guard DGPS transmitting sites provide DGPS coverage to the Great Lakes, and coastal areas of the continental United States, as well as selected portions of Alaska, Hawaii, Puerto Rico, and the inland river system. For a more detailed explanation of the DGPS operating system, consult your Light List.

CHAPTER VI

COMMON CAUTIONARY SITUATIONS

CAUTION - CLOSE APPROACH TO MOORED OFFSHORE AIDS TO NAVIGATION

Courses should invariably be set to pass these aids with sufficient clearance to avoid the possibility of collision from any cause. Errors of observation, current and wind effects, other vessels in the vicinity, and defects in steering gear may be, and have been, the cause of actual collisions, or the jeopardizing of navigation services provided by these important aids to navigation. Experience shows that buoys cannot be safely used as leading marks to be passed close aboard, and should always be left broad off the course, whenever sea room permits.

When approaching an offshore light structure, large navigational buoy, or station on a submarine site, on radio bearings, insuring that the radio bearing does not remain constant will lessen the risk of collision.

It should be borne in mind that most large buoys are anchored to a very long scope of chain and, as a result, the radius of their swinging circle is considerable. The charted position is the approximate location. Furthermore, under certain conditions of wind and current, they are subject to sudden and unexpected sheers, which are certain to hazard a vessel attempting to pass, close aboard.

CAUTION-OIL WELL STRUCTURES IN THE GULF OF MEXICO

Caution should be exercised when navigating in the Gulf of Mexico in order to avoid collision with oil well structures and their associated mooring piles, anchor and mooring buoys, etc. In general, oil well structures can be identified at night by the display of one or more quick flashing white or red lights. However, ships can expect to encounter unlighted structures as well. Structures may be equipped with a fog signal consisting of a horn sounding one 2-second blast every 20 seconds. Lighted or unlighted buoys may mark submerged wells.

Shipping safety fairways have been established through the concentration of oil wells in the Gulf of Mexico. Mariners are encouraged to use these fairways and should avoid anchoring within a safety fairway. Certain areas adjacent to shipping safety fairways have been charted as fairway anchorage's.

PIPELINE LAYBARGES AND JETBARGES

Pipeline laying operations are often being conducted in the Gulf of Mexico and other areas. Operators of all types of vessels should be aware of the dangers of passing close aboard, close ahead, or close astern of a jetbarge or pipelaying barge.

Pipelaying and jetbarges usually move at a half of a knot or less and have anchors, which extend out approximately 3500-5000 feet in all directions and may be marked by lighted anchor buoys. The exposed pipeline behind the pipelaying barge and the area in the vicinity of anchors are hazardous to navigation and should be avoided. The pipeline and anchor cables may also represent submerged hazards to navigation.

WARNING - POSSIBLE DANGER FROM UNLABELED DRUMS

With the many exotic chemicals being transported in drums as deck cargo, increasingly more reports are received of loss overboard of these potentially dangerous containers. Even empty drums may contain residues, which are extremely hazardous to touch, or smell, and a few vapors may be explosive.

When coming upon derelict drums, whether afloat or from the sea bottom, this danger should be considered. Identifying labels will give adequate warning, but containers are more likely to be found with caution labels washed off. Avoid direct contact and notify U.S. Coast Guard of any sightings in U.S. coastal waters (24 HR TOLL FREE reporting number 1-800-424-8802), or government authorities of the nearest port if sighting is near any foreign shores.

SEISMIC SURVEYS

Survey vessels may operate alone or in company with other surface vessels or submersibles. Survey vessels may be towing cables in excess of 2 miles astern. Cables may be marked by buoys and may be towed on the surface or submerged. During a survey, repeated shock waves are created by using explosive charges, compressed air, and mechanical vibrators or by electric means at any level from the bottom to the surface. Vessels surveying may be underway but sometimes are stopped for extended periods.

Seismic survey vessels which are unable to maneuver are required to carry the lights and signal described in Rule 27 of International Regulations for Preventing Collisions at Sea. These vessels should be given a wide berth.

DANGER FROM SUBMARINE CABLES AND PIPELINES

Submarine cables or pipelines pass beneath various navigable waterways throughout the Eighth Coast Guard District. Installation of new submarine cables and pipelines may be reported in the Local Notice to Mariners; their locations may or may not be charted. Where feasible, warning signs are often erected to warn the mariners of their existence.

In view of the serious consequences resulting from damage to submarine cables and pipelines, vessel operators should take special care when anchoring, fishing or engaging in underwater operations near areas where these cables or pipelines may exist or have been reported to exist.

Certain cables carry high voltages; many pipelines carry petroleum products or natural gas under high pressure. Electrocution, fire or explosion with injury or loss of life or a serious pollution incident could occur if they are penetrated.

Vessels fouling a submarine cable or pipeline should attempt to clear without undue strain.

anchors or gear that cannot be cleared should be slipped; no attempt should be made to cut a cable or pipeline.

UNITED STATES SUBMARINE CABLE ACT

The provisions of the United States Submarine Cable Act (47 USC Sections 21-39) make it a federal offense to damage a submarine cable. These penalties do not bar civil suit by the cable owner for damages to the cable. This act also requires the master of a vessel to keep his gear at least one nautical mile from a vessel engaged in laying or repairing a submarine cable.

SUBMERGED OFFSHORE PIPELINES

Throughout the Gulf of Mexico, numerous submerged pipelines exist in the navigable waters used by both large and small vessels. These submerged pipelines carry natural gas under high pressure and petroleum products. In inshore areas, these submerged pipelines are usually buried beneath the seabed, but in offshore areas the pipeline may lie on the ocean floor. The locations of numerous submerged pipelines are not known. A selection of submerged pipelines is shown on National Ocean Service (NOS) nautical charts from information which has been reported to NOS. However, additional uncharted submerged pipelines may exist within the area of the chart.

Several incidents have occurred where vessels have struck these submerged pipelines leading to loss of life and property due to the explosion and fire resulting from damage to the pipelines. Investigations of these incidents indicate many mariners believe that because the submerged pipelines were buried at installation, they remain buried and do not pose a danger to vessels or operators. Mariners should be aware that winter storms, hurricanes, and the placement of man-made structures such as jetties, can lead to erosion and subsidence and the removal of the sediment covering the submerged pipelines.

In view of the serious consequences resulting from damage to submerged pipelines, vessel operators operating in water depths at or near the vessel's draft or when operating bottom dragging equipment, should take special care near areas where these submerged pipelines may exist or have been reported to exist.

Operators of offshore gas or hazardous liquid pipeline facilities are now required to mark pipelines which are found to be buried less than 12 inches below the mudline with yellow lighted buoys displaying flashing yellow lights (flashing less than 30 times per minute). These buoys are to be placed on the exposed segments of pipelines at intervals of not more than 500 yards apart. However, if the exposed segment of pipeline is less than 200 yards in length, only one lighted buoy will be placed at the center of the segment.

Vessel operators fouling a submerged pipeline should attempt to clear the pipeline without excessive force. Anchors or gear that cannot be cleared should be released without damaging the pipeline. Exposed pipelines are a hazard to navigation. Mariners discovering an exposed pipeline should report the location immediately to the U.S. Coast Guard.

FIRING DANGER AREAS

Firing and bombing practice exercises take place either occasionally or regularly in numerous areas established for those purposes along the coast of practically all maritime countries. In view of the difficulty in keeping these areas up to date on the charts, and since the responsibility to avoid accidents rest with the authorities using the areas for firing and/or bombing practice, these areas will not as a rule be shown on DMAHTC charts. National Ocean Service Charts show firing and bombing practice areas as defined by Code of Federal Regulations (Title 33, Part 334) in United States waters. Any permanent aid to navigation that may be established to mark a danger area, any target, fixed or floating, that may constitute a danger to navigation, will be shown on the appropriate charts. Warning signals, usually consisting of red flags or red lights, are customarily displayed before and during the practice, but the absence of such warnings cannot be accepted as evidence that a practice area does not exist. Vessels should be on the lookout for local warnings and signals, and should whenever possible, avoid passing through an area in which practice is in progress, but if compelled to do so should endeavor to clear at the earliest possible moment.

EXPLOSIVE ORDNANCE - WARNING

All fisherman conducting operations on the ocean bottom are warned that the Continental Shelf of the United States contains many forms of unexploded ordnance. Types most likely to be encountered are underwater ordinances such as torpedoes, mines, depth charges, and aerial bombs. Non-explosive ordnance such as practice torpedoes will normally be painted bright yellow or orange.

Any item having fins, vanes, propellers, or horns should be regarded as dangerous. If in doubt, treat it as an explosive. Do not attempt to bring the object on board or alongside. Release it and notify the nearest Coast Guard Unit or Navy Station, giving your position and description of the object.

REPORTING OF HAZARDS TO NAVIGATION

Mariners occasionally discover shoals, sunken derelict vessels or miscellaneous debris, which could endanger other navigators. Upon discovery of such potential hazards to navigation, mariners should immediately report them to the nearest Coast Guard unit, Defense Mapping Agency and the U.S. Army Corps of Engineers providing as much of the following information as possible:

- Description of the obstruction
- Location in latitude and longitude (Reference chart used)
- Depth of water over obstruction if submerged
- Reporting vessel and observer
- Time and date observation made

LIFE THREATENING SITUATION FOR OCCUPANTS OF SMALL BOATS IN THE MISSISSIPPI RIVER GULF OUTLET CHANNEL

Large ships transiting the Mississippi River Gulf Outlet Channel, especially those that are loaded, can displace up to 35,000 tons of water. A ship of this size proceeding at even the most modest speed can create a very large wave of water from the ship to the shore and at times create a rolling wave of water along channel margins. When meeting large ships, small boat operators should not take their boat right up to the shoreline or place the stern of their boat toward the oncoming wave. This is extremely dangerous. Operate your boat cautiously, steer into the waves and stay away from the channel banks.

INLAND OBSTRUCTIONS IN CANALS AND BAYOUS

In addition to numerous bayous and natural canals, thousands of man-made canals have been dredged in the wetlands of the Eighth Coast Guard District. While the original purpose of these canals was for private access to pipelines, well locations, or for other mineral related activities, some are being used by boaters. These canals and bayous contain numerous obstructions including barriers, pipes, piles, construction debris, etc. Some of these structures are permanently maintained and have been suitably marked or lighted by their owners. Many others appear and disappear without notice and are uncharted, unlighted, and unmarked. Even on marked structures, because of vandalism, etc. mariners cannot rely on the markings always being maintained in good condition. Therefore, all persons using canals and bayous must anticipate the hazards posed by these obstructions and navigate with extreme caution, especially at night and during periods of reduced visibility.

MARKING OF WRECKS

When a vessel, or craft of any type is wrecked and/or sunk, accidentally or otherwise, in the navigable waters of the United States, the owner thereof has a non-delegable statutory requirement to mark immediately such sunken wreck with a buoy or daymark during the day and a lighted lantern at night, until the sunken craft is removed or abandonment is legally determined. Such markings shall conform to the lateral system of buoyage characteristics. Until the owner has the opportunity to establish the standard markings, he is well advised to maintain the most suitable markings available under the circumstances, which will warn the navigator of the sunken wreck. The regulations pertaining to wrecks may be found in the Title 33 Code of Federal Regulations, Part 64. The owner, agent, master, or person in charge of such vessel shall notify the nearest United States Coast Guard Marine Safety Office of the casualty as soon as possible, and in addition, shall advise what action he is taking to establish proper markings, giving the following information:

- Name and description of sunken wreck
- Accurate location of wreck
- Depth of water over wreck
- Location and type of marking established, including color of daymark, or buoy and color and characteristic of light.

FLOOD WARNINGS

During flood conditions additional precautions are necessary for safe navigation. The basic rule is: If you don't have to use the waterway, don't. Flood flows can cause greatly increased currents, particularly during the ebbs. Channels sometimes shift and obstructions become covered with floodwaters. Trees and other shoreline growth and debris are carried into the streams creating additional hazards. Docks and pilings become submerged and aids to navigation may be submerged, carried off station, or rendered inoperative due to flooding. Small unlighted buoys may become completely submerged. Heavy rains often reduce visibility, further complicating safe navigation. Bridge clearances may be reduced from the charted clearances due to abnormally high water levels. Mariners should refer to bridge clearance gauges if installed.

HURRICANE SEASON

The hurricane season is considered to extend from 1 June through 30 November and hurricanes often develop with little warning. Extensive damage to small craft attended by loss of life often results. Mariners, particularly operators of small fishing vessels, are reminded that advance planning which might prevent loss of vessel and crew should include:

- Instruction of crews.
- Presailing check of vessel, machinery and equipment for seaworthiness.
- Provision for strong ground tackle.
- Evasion of storm center.
- Seeking of shelter in nearest port.
- Constant radio watch on Coast Guard frequency for latest advisory.

Aids to navigation, particularly lighted and unlighted buoys, may be moved from charted position, damaged, destroyed, extinguished, or otherwise made inoperative as a result of storms, hurricanes, or other natural causes. Mariners should not rely completely upon the position or operation of an aid to navigation, but should also employ such other methods of determining position as may be available.

During the hurricane season, drawbridges along the coast may deviate from normal operating procedures. Some bridges may be unable to open because of high winds. Others may be authorized extended closed periods to facilitate evacuation of land traffic. Mariners should anticipate bridge closures by listening to the National Weather Service and Coast Guard broadcasts on hurricane conditions. Because of the uncertainty of hurricane movements and bridge closures, mariners are urged to seek passage through drawbridges well in advance of the arrival of gale force winds.

Locks and navigation structures are operated to pass navigation until such time that water levels and wind conditions warrant operations unsafe. The structures are then closed in accordance with hurricane preparation procedures. Mariners will be given as much notice as possible when structures are to be closed. However, these structures may be closed on short notice well in advance of the actual storm. Mariners are advised to seek safe harbor as soon as possible.

The civilian hurricane warning service for the North Atlantic is provided by the National Hurricane Center, Miami, Florida. They collate ship, aircraft, radar, and satellite data to produce and issue tropical cyclone warnings and forecasts for the North Atlantic Ocean, including the Caribbean Sea and the Gulf of Mexico. A Tropical Cyclone Advisory message is issued every six hours, with intermediate bulletins provided as needed.

For tropical storms and hurricanes threatening to cross the coast of the U.S., coastal warnings are issued to the public so that precautionary actions, including evacuation, can be initiated to minimize damage and loss of life. Two levels of warnings are employed:

- (a) **HURRICANE WATCH** - a preliminary alert that a hurricane **MAY** threaten a specified portion of the coast. It is issued 36 hours before landfall may occur; and
- (b) **HURRICANE WARNING** - which indicated that hurricane conditions are **EXPECTED** along a specified portion of the coast. It is issued 24 hours before landfall will occur. To provide additional information for maritime interests, a Marine Advisory is also issued which provides storm position forecasts for up to 72 hours in advance of a storm, and probabilities of hurricane strikes for coastal locations and offshore coordinates.

HOW HURRICANES ARE CATEGORIZED

Forecasters use the SAFFIR-SIMPSON Scale to rate the strength and damage potential of hurricanes. A Category 1 hurricane is the weakest, and a category 5 is the strongest.

CATEGORY 1 MINIMAL damage; winds of 74 to 95 mph; storm surge of 4 to 5 feet. Damage to shrubs, trees, and unanchored mobile homes. Low-lying roads may be inundated.

CATEGORY 2 MODERATE damage; winds of 96 to 110 mph; storm surge of 6 to 8 feet. Some trees may be blown down, damage to roofs, windows and doors. No major damage to buildings expected other than mobile homes. Most coastal roads under water.

CATEGORY 3 EXTENSIVE damage; winds of 111 to 130 mph; storm surge of 9 to 12 feet. Large trees blown down, mobile homes destroyed. Some structural damage to small buildings expected. Windows, roofs, and doors damaged. Serious flooding near coast, waves batter coastal structures is possible.

CATEGORY 4 EXTREME damage; winds of 131 to 155 mph; storm surge of 13 to 18 feet. Roofs blown off many small residences, heavy damage to roofs, windows, and the doors. Flooding extends well inland. Major damage to coastal structures from storm surge.

CATEGORY 5 CATASTROPHIC damage; winds of 156 mph and up; storm surge 18 feet and above. Massive damage to roofs, windows and doors, roofs blown off many small buildings, some complete building failures. Major damage to lower floors of all oceanfront structures from storm surge. Extensive flooding in low-lying inland areas.

STORM SURGE

A considerable rise or fall in the level of the sea along a particular coast may result from strong winds and sharp change in barometric pressure. In cases where the water level is raised, higher waves can form with greater depth and the combination can be destructive to low-lying regions, particularly at high stages of tide. This type of wave occurs especially in coastal regions bordering on shallow waters, which are subject to tropical storms.

MANEUVERING TO AVOID A STORM CENTER

If you find yourself caught within a storm area, the proper action to take depends in part upon your position relative to the storm center, as well as upon its direction of travel. It is customary to divide the circular area of the storm into two parts. In the northern hemisphere, that part to the RIGHT of the storm track (facing in the same direction in which the storm is moving) is called the DANGEROUS SEMICIRCLE. It is considered dangerous because:

- (a) the wind speed is intensified by the forward motion of the storm;
- (b) the direction of the wind and sea push the vessel into the path of the storm; and
- (c) the greater wind speed in this semicircle creates higher seas.

The area to the left of the storm track is called the NAVIGABLE SEMICIRCLE. In this region, the storm-generated wind is in opposition to the storm's forward motion, and blows the vessel away from the storm track if in the forward part of the semicircle.

Plotting the movement of the storm center should indicate which semicircle you are in. However, storm positions issued in weather bulletins may be unreliable because of the time lag between the observation and the broadcast. The use of radar eliminates the time lag, but may not provide a true indication of the storm center. The most reliable guide is often the wind.

In the northern hemisphere, according to BUYS BALLOT'S LAW, an observer with his back to the wind has the center of the low on his left, and somewhat in front of him (115 degrees is a good approximation). This value applies when the storm is still several hundred miles away. Closer to the center, 90 degrees is a better figure.

While the vessel can still make good headway, a course should be selected which will take it as far as possible from the center of the storm. If the vessel can move faster than the storm, it is a simple matter to outrun the danger as long as sea room permits. When the storm is faster than you are, matters are trickier. The problem is to select a course that will put as much distance between you and the storm center as possible.

- (a) Within the right or DANGEROUS SEMICIRCLE bring the wind on the starboard bow (045 relative), hold course and make as much headway as possible at a safe speed. Vessel A is being approached by the dangerous semicircle, and is struck by both the warm and cold fronts, which produce increasing, gusty, rapidly shifting winds, heavy rain, and confused seas.
- (b) In the left or NAVIGABLE SEMICIRCLE bring the wind on the starboard quarter (135 relative), hold course and make as much headway as possible at a safe speed. Vessel B avoids both fronts, most of the rain, and experiences lower seas because the wind and the movement of the storm are acting against one another.

Obviously, none of the standard rules should be followed when doing so heads a vessel into additional dangers, such as shoals, currents that could cause heavy seas, headings that result in the vessel rolling dangerously, or other vessels in the area.

CHAPTER VII

BOATING SAFETY

BOATING SAFETY LITERATURE

Boat Safety literature is available from the Boating Safety Division, Eighth Coast Guard District, 501 Magazine Street, New Orleans, Louisiana 70130-3396 Phone: (504) 589-6770

BOATING SAFETY HOTLINE

Call toll-free 1-800-368-5647 (8:00 a.m. to 4:00 p.m., Eastern Time, Mon-Fri) to get boating safety defect and recall information, or to report possible safety defects in recreational boats.

PUBLIC EDUCATION COURSES

The Auxiliary offers courses in boating safety and seamanship to the public. Experienced Auxiliary members teach them and the cost is minimal. For information, contact your local Auxiliary Flotilla or call toll free 1-800-336-2628.

VESSEL SAFETY CHECK

To determine if your vessel meets Federal and State safety-related equipment requirements as well as further recommended safety standards, contact a member of the Coast Guard Auxiliary for a free Vessel Safety Check. A decal is awarded to vessels, which pass the examination. If your vessel does not have the proper equipment, **NO REPORT IS MADE TO ANY LAW ENFORCEMENT AUTHORITY**. The Auxiliarist will advise you of the deficiencies so you can correct them. For information on the Auxiliary in your area, contact:

Director of Auxiliary
Eighth Coast Guard District
501 Magazine St.
New Orleans, LA 70130-3396
Phone: (504) 589-2972

FLOAT PLANS

The Coast Guard encourages you to leave your float plan with friends or relatives who can report your safe arrival. It is equally important for you to advise them of any change to these plans. Should your friends or relatives fail to receive information on your arrival, or within a reasonable amount of time thereafter, they should notify the nearest Coast Guard unit and give the following information:

- 1) Vessel's name and registration number.
- 2) Length, type, description, color and any other characteristic.
- 3) Itinerary (departure, intermediate stops, destination).
- 4) Provisions and emergency equipment aboard.
- 5) Owner's name, age, address and experience.
- 6) Operator's name age, address and experience.
- 7) Names, ages and addresses of all other persons aboard.
- 8) Radios, call signs and frequencies available.
- 9) Homeport/slip number.
- 10) Automobile description and license.
- 11) Navigational equipment onboard.
- 12) Survival equipment: raft-color, life jackets-color.
- 13) EPIRB onboard.
- 14) Flares onboard.

An immediate report should be made to the Coast Guard of any vessel reported overdue which is subsequently located, so search efforts may be terminated.

SAFE BOATING TIPS

A. BEFORE LEAVING

1. Good housekeeping is even more important afloat than ashore. Cleanliness diminishes the probability of fire and tripping hazards.
2. Have at least one anchor and sufficient line to insure a good hold in strong winds.
3. Carry a secondary means of propulsion. On small boats a second small engine, oars, or paddles will suffice.
4. Make sure your boat is equipped with a bailer. It is a good idea to carry a hand bailer or scoop even when equipped with an electric bilge pump.
5. Carry a compass if you normally operate on large bodies of water.
6. Know the various distress signals. It is recommended that you carry a mirror, flashlight, flares, smoke, etc., to insure you can be seen if trouble develops.
7. Learn the weather warning signals and check the forecasts.
8. Properly maintain, stow, and learn to use the safety equipment carried on board your vessel. In an emergency, the equipment will do you little good if it is unserviceable, stowed in an unreachable location, or if you are unfamiliar with its operation or use.
9. Carry sufficient tools for minor repairs.
10. Show your passengers where the emergency equipment is and how to use it.
11. Develop and use a check list to ensure that you have everything you need on board.
12. Get up-to-date charts of the area in which you plan to boat. Also obtain a Coast Guard Light List and National Ocean Service Coast Pilot of the area for further reference material. Remember, charts and publications are only accurate if kept up-to-date.
13. Carry extra fuel in portable marine fuel tank or safety can. "Out of fuel" is the most frequent distress call.
14. Carry a First Aid Kit!

B. FUELING

1. Gasoline vapors are explosive. Close all doors, hatches, and ports while fueling. Extinguish galley fires and pilot lights. Smoking is strictly prohibited. Keep the nozzle in contact with the tank to prevent sparks. Portable tanks should be fueled out of the boat. Do not use gasoline stoves, heaters, or lights on board.
2. Do not operate electronic gear (e.g., radios) while fueling.
3. Know your fuel tank capacity.
4. After fueling, ventilate all compartments and check the machinery and fuel tank spaces for fumes before starting the motor. Remember, the electrical ignition system could provide the spark to an accumulation of gasoline vapors. Keep fuel lines tight and bilges clean.

C. UNDERWAY

1. There are several things that should be remembered when loading a boat: distribute the load evenly, keep the load low, don't stand up in a small boat, and don't overload. The weather and water conditions should be taken into account also. If the water is rough, the number of persons to be carried should be reduced.
2. Do not permit persons to ride on parts of the boat not designed for such use. Bow, seat back, or gunwale riding can be especially dangerous.
3. Keep an alert lookout. Serious accidents have resulted from failure to use your eyes.
4. Be especially careful when operating in any area where swimmers or divers may be. Divers are easily recognized by the red flag with a white diagonal slash or the Alpha flag, previously discussed.
5. You are responsible for your wake.
6. Know and obey the Rules of the Road.
7. Always have children and non-swimmers wear personal flotation devices (it is a good idea to have a whistle attached to each PFD). Make sure everyone on board knows how to put them on.
8. If you capsize, remember that if the boat continues to float, stay with it. Get in it or on it if you can.
9. Water ski only when you are well clear of all other persons, and only in waters in which you are familiar. There should always be two people in the tow boat; one to watch the skier, the other to operate the boat.
10. Be extremely careful of your footing. Falls are one of the chief causes of accidents. Stay seated in small boats.
11. Always instruct one other person on board in handling your boat in case you become disabled or fall overboard.

D. WHEN YOU RETURN

1. Notify the person you left your "FLOAT PLAN" with that you have returned.
2. Inspect and clean your equipment.
3. Make arrangements for replacements or repairs if needed.

CHOOSING THE RIGHT BOAT

In the U.S. there are more than 3,500 boat manufacturers that produce more than 4,000 different boat models which are powered by a variety of outboard, stern drive, and inboard engines. Because of the great variety, choosing the right boat can be confusing, but the right choice is an important step in enjoying the nation's waterways.

In selecting the right boat for your needs, consider the type of activity for which you plan to use it, such as water skiing, fishing, cruising, or weekend outings. You need to consider the type of water on which it will be used, such as lakes, rivers, or open ocean. The boat should be large enough to handle the number of people on a normal outing.

CORRECT DISPLAY OF NUMBERS

The documentation of a vessel will not exempt it from any applicable state or federal taxes. Further, the fact that your vessel is documented will not excuse you from complying with safety and equipment regulations of the Federal Government, or state in which the vessel is used.

When a vessel is lost, destroyed, abandoned, stolen, recovered, or transferred, the person whose name appears on the certificate of number as the owner shall, within 15 days, notify the authority which numbered the vessel. If the certificate of number is lost or destroyed, or the owner's address changes, the owner shall notify the issuing authority within 15 days. A person whose name appears as the owner of a vessel on a certificate of number shall surrender the certificate in the manner prescribed by the issuing authority within 15 days after it became invalid for any reason.

HULL IDENTIFICATION NUMBER

All boats built since 1972 must have hull identification numbers (HIN) permanently attached to the transom on the starboard side, above the waterline. Record your number, and keep it in a safe place away from the boat as it may assist you in identifying your boat should it be lost or stolen.

COAST GUARD APPROVED EQUIPMENT

"Coast Guard Approved Equipment" has been approved by the Commandant of the U.S. Coast Guard and has been determined to be in compliance with U.S. Coast Guard specifications and regulations relating to materials, construction, and performance. The Coast Guard biannually publishes a publication called "Equipment Lists" listing all devices which have been found to be acceptable according to Coast Guard standards. The current edition of "Equipment List" (COMDTINST M1671.3C) is available for sale through the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402. The GPO stock number is 050-012-00245-2 and it can be ordered either by mail or by calling (202) 783-3238.

FLAME ARRESTERS (backfire flame control)

All vessels less than 65 feet in length must have one approved flame arresting device installed on each carburetor of all gasoline engines, except outboard motors.

FIRE EXTINGUISHERS

Fire on a boat is one of the skipper's greatest fears and one of the major causes of damage to boats. For protection all boats should carry readily accessible fire extinguishers approved by the U.S. Coast Guard. Each approved fire extinguisher is classified by a letter and a Roman numeral according to the type of fire it is designed to extinguish and its size.

TYPE OF FIRE:

- A. Fires of ordinary combustible materials such as wood or paper.
- B. Gasoline, oil, and grease fires or other combustible liquid.
- C. Electrical fires.
- D. Combustible metals such as magnesium.

Most fires onboard a boat can be extinguished with carbon dioxide (A,B,C), halon/freon (A, B, C), dry chemical (B, C), foam (B), or water (A). Fires involving burning wood or paper can be put out with water. Do not use water on gasoline, oil, or electrical fires. Water will cause flammable liquid fires to spread and will further damage electrical equipment. Most boat fires involve burning flammable liquids. A Coast Guard or UL “marine type” approved fire extinguisher is very effective against this type of fire. Faulty electrical wiring causes a few boat fires. This happens when the electrical current overloads the wire, which gets hot and sets the insulation on fire. Use dry chemical, carbon dioxide, or halon/freon on this type of fire to avoid the hazard of electric shock. Frequently check the fire extinguisher for: proper storage, damage, obstructions in nozzle, proper pressure, lock pins and seals, and cracked or broken hoses. NEVER TRY AN EXTINGUISHER TO SEE IF IT IS WORKING PROPERLY. If you use the extinguisher have it recharged.

PERSONAL FLOTATION DEVICES (PFD's)

Personal flotation devices are one of the most important pieces of safety equipment any and all boaters should have onboard their vessel. PFD's must be Coast Guard approved and are classified by “type” according to their performance.

TYPE I PFD - is any approved wearable device that is designed to turn most unconscious persons in the water from a face down position to a vertical or slightly backward position. The Type I has the greatest required buoyancy of 22 pounds. It provides the most protection to its wearer and is most effective for all waters, especially during offshore and ocean cruising where there is a probability of a delayed rescue.

TYPE II PFD - is any approved wearable device designed to turn its wearer in a vertical or slightly backward position in the water. The turning action is not as pronounced as with a Type I, and the device will not turn as many persons under the same conditions as the Type I. An adult size device provides at least 15 pounds buoyancy, a medium child size provides 11 pounds, infant and small child sizes provide at least 7 pounds buoyancy.

TYPE III PFD - is any approved wearable device designed so the wearers can place themselves in a vertical or slightly backward position. While the Type III has the same buoyancy as the Type II PFD, it has little or no turning ability. The Type III comes in a variety of styles, colors, and sizes and is usually designed to be particularly useful when water skiing, sailing, fishing, hunting, or engaged in other water sports. Several of this type also provide increased protection from hypothermia. The Coast Guard has approved some manually inflatable PFD's. Check with your state to see if an inflatable PFD is approved for use on personal watercraft.

TYPE IV PFD - is any approved device designed to be thrown to a person in the water and grasped and held by the user until rescued. It is not designed to be worn. The most common Type IV are buoyant cushions and ring buoys.

TYPE V PFD - is any PFD approved for restricted use. It is the least bulky PFD, but contains little inherent buoyancy.

SURVIVAL SUITS

The Coast Guard has approved the use of survival suits as a substitute for some types of personal floatation devices (160.071 CFR).

Because survival suits are so awkward to get into, boaters should practice using them often. It is difficult to get into a survival suit in the water, and even more difficult in life-critical situations. Because of their effectiveness, the Coast Guard highly recommends that mariners carry survival suits.

VISUAL DISTRESS SIGNALS (VDS)

All recreational boats, when used on coastal waters, the Great Lakes, territorial seas, and those waters connected directly to the Great Lakes and the territorial seas, up to a point where a body of water is less than two miles wide must be equipped with Coast Guard VDS's.

USCG APPROVED VDS's INCLUDE:

Approval Number	Device	Description
161.013	Electric	Distress Light for Boats
160.022	Floating	Orange Smoke Distress Signal (5 minute)
160.037	Hand-held	Orange Smoke Distress Signal
160.057	Floating	Orange Smoke Signal (15 minute)
160.072	Orange Distress Signal	Flag for Boats
160.021	Hand-held Red Flare	Distress signal
160.024	Parachute	Red Flare Distress Flare (35mm)

These signals require use in combination with a suitable launching device. Launchers produced before January 1, 1981 intended for use with approved signals are not required to be Coast Guard approved.

160.036	Hand-held Rocket-propelled Parachute	Red Flare Distress Signal.
160.066	Red Aerial Pyrotechnic Flare	Distress signal for Boats

These devices may be either meteor or parachute assisted type. Some of these signals may require use in combination with a suitable launching device.

WARNING

In some states meteor launchers and parachute flares may be considered firearms. Vessel owners should check with state authorities before acquiring such a launcher.

HANDLING AND STORAGE OF VDS's

Pyrotechnic devices should be stored in a cool, dry location and must be readily accessible in case of an emergency.

Care should be taken to prevent puncturing or otherwise damaging their coverings. A watertight container, such as a surplus ammunition box, painted orange or red and marked "DISTRESS SIGNAL" is recommended. If young children are frequently on board, careful selection and proper stowage of VDS's becomes especially important. If you elect to carry pyrotechnic devices, select devices that are in tough packaging and that would be difficult to ignite accidentally. Coast Guard approved pyrotechnic devices carry an expiration date. This date cannot exceed 42 months from the date of manufacture and at such time can no longer be counted toward the minimum requirements.

SELECTING A VDS

All distress signaling devices have advantages and disadvantages. The most popular are the smaller less expensive pyrotechnic models. Pyrotechnics make excellent distress signals and are universally recognized as such, but they can only be used once. They also are potentially dangerous if not handled and stored properly. The very hot flame and slag produced can cause burns or start fires.

Projected devices, such as pistol launched and hand-held parachute flares and meteors, have many of the same characteristics as firearms and must be handled with the same caution and respect.

Hand-held and floating orange smoke signaling devices are good day signals, especially on clear days with light winds. Higher winds, however, keep the smoke close to the water and disperse it easily which make them hard to see by search and rescue units.

Red hand-held flares can be used during the day but are most effective in restricted visibility and at night. The U.S. Coast Guard for use on recreational boats approves only hand-held flares made after 1 October 1980. Recreational boaters should look for the Coast Guard approval number and date of manufacture when buying these types of devices. Make sure the device does not carry the marking “not approved for use on recreational boats”.

The distress flag must be at least 3x3 feet with a black square and ball on an orange background. It is accepted as a day signal only and is especially effective in bright sunlight and is better seen if waved from a paddle, boat hook, or from the mast.

The electric distress light is accepted for night use only and must automatically flash the Morse code signal SOS four to six times a minute. An ordinary flashlight IS NOT acceptable since it must be manually operated and does not produce enough candle power to be easily seen. Do not test pyrotechnic devices unless you have express permission from the Coast Guard. This can be considered a distress hoax, an illegal act that is punishable by law. Contact your local police department for information on proper disposal of outdated pyrotechnic devices.

MARINE SANITATION DEVICES (MSD's)

Certified marine sanitation devices (MSD's) are required on all vessels with installed toilet facilities. Direct discharge toilets are illegal unless the vessel is operating under a waiver granted by the Commandant (G-MVI), U.S. Coast Guard, Washington DC 20593-0001. This includes any equipment for installation onboard a vessel, which is designed to receive, retain, treat, or discharge sewage and any process which treats such sewage. It does not include “portable toilets” which can be carried on and off the vessel. The Coast Guard does not have specific capacity standards for all vessels. When you are selecting equipment, be sure to choose a system with adequate capacity for your needs. Look at the maximum number of persons that will be on board, including guests, and select accordingly. When choosing retention or re-circulating devices, be sure to provide sufficient capacity between pump-outs for your cruising needs. Remember, a little planning before you invest in an MSD can result in years, of trouble-free safe operation of the vessel's marine sanitation system, and you can take pride in your contribution to protecting the quality of the nation's waters for future generations.

CHAPTER VIII

WATER POLLUTION

COMPLIANCE WITH CLEAN WATER ACT AND REFUSE ACT

The Federal Water Pollution Control Act (FWPCA) prohibits the discharge of a harmful quantity of both oil and a hazardous substance into or upon the navigable waters of the United States. This prohibition encompasses adjoining shorelines, waters of the contiguous zone, activities connected with the Outer Continental Shelf Lands Act(OSLA) and Deepwater Port Act 1974. Also, natural resources belonging to the United States or under its exclusive management authority are governed by Section 311 of the FWPCA as amended by 33 USC 1321, including those resources under the Fishery Conservation and Management Act of 1976. Furthermore, in the event a spill does occur in violation of the Act the person in charge of a vessel or onshore or offshore facility is required to notify the Coast Guard as soon as he has knowledge of the spill. Such notification is to be by the most rapid means available to the National Response Center (1-800-424-8802, nationwide 24 hour number).

COMPLIANCE WITH THE ACT TO PREVENT POLLUTION FROM SHIPS

The Act to Prevent Pollution from ships (33 U.S.C. 1901) implements into U.S. law the International Convention for the Prevention of Pollution from Ships, as modified by the Protocol of 1978 (MARPOL 73/78). Annex I of MARPOL 73/78 deals with oil and oily waste and Annex II deals with hazardous chemicals and other substances referred to as Noxious Liquid Substances (NLS).

Annex I of MARPOL 73/78 is applicable to oceangoing tankers over 150 gross tons and all other oceangoing ships over 400 gross tons. The MARPOL 73/78 requirements include oily waste discharge limitations, oily-water separating equipment, monitoring and alarm systems for discharges from cargo areas, cargo pump rooms and machinery space bilges. Ships to which Annex I MARPOL 73/78 is applicable are also required to have an International Oil Pollution Prevention (IOPP) Certificate verifying that the vessel is in compliance with the requirements of MARPOL 73/78 and that any required equipment is on board and operational. Vessels must also maintain an Oil Record Book recording all oil transfers and discharges. The Oil Record Book is available from the Government Printing Office.

Annex II of Marpol 73/78 is applicable to oceangoing vessels and non-self propelled oceangoing ships, which carry Noxious Liquid Substances (NLS) in bulk. The Annex II requirements include discharge restrictions for various classes of cargo residues; the maintenance of a Cargo Record Book for recording all NLS cargo and residue transfers and discharges; and Procedures and Arrangements Manual describing the correct procedures for off-loading and pre-washing cargo tanks.

Annex II NLS cargoes are classified in one of four categories: A, B, C, or D. Category A is the most hazardous to the environment. Category A and other substances which tend to solidify in tanks must be pre-washed in port under the supervision of a Pre-wash Surveyor prior to departure from the off-loading terminal. Vessel discharges must be underwater when discharge at sea is allowed. Tanks which carry Category B and C NLS must be tested to ensure that after tank stripping only minimum amount of residues will remain. Reception facilities must be able to assist in cargo stripping operations by reducing back pressure during the final stages of off-loading.

Terminals and ports receiving oceangoing tankers, or any other oceangoing ships of 400 GT or more, carrying residues and mixtures containing oil, or receiving oceangoing ships carrying NLSs are required to provide adequate reception facilities for the waters generated. Coast Guard Captains of the Port issue a Certificate of Adequacy to terminals or ports to show that they are in compliance with Federal reception facility requirements. An oceangoing tanker or any other oceangoing ship of 400 GT or more required to retain oil or oily residues and mixtures on board and an oceangoing ship carrying a Category A, B or C NLS cargo or NLS residue in cargo tanks that are required to be pre-washed, may not enter any port or terminal unless the port or terminal holds a valid Certificate of Adequacy or unless the ship is entering under force majeure.

Annex V deals with the prevention of marine pollution by plastics and other garbage produced during vessel operations. These provisions apply to all recreational, fishing, un-inspected and inspected vessels, and foreign flag vessels on the navigable waters and all other waters subject to the jurisdiction of the United States, out to and including the Exclusive Economic Zone (200 miles).

Annex V prohibits the disposal of any and all plastic material from any vessel anywhere in the marine environment. Dunnage, lining and packing materials, which float, may be disposed of beyond 25 miles from the nearest land. Other garbage that will not float may be disposed beyond 12 miles of land, except that garbage, which can pass through a 25mm mesh screen (approximately 1 square inch), may be disposed of beyond 3 miles. Dishwater is not to be considered garbage within the meaning of Annex V when it is the liquid residue from the manual or automatic washing of dishes or cooking utensils. More restrictive disposal regimes apply in waters designated "Special Areas." This Annex requires terminals to provide reception facilities at ports and terminals to receive plastics and other garbage from visiting vessels.

The civil penalty for each violation of MARPOL 73/78 is not more than \$25,000. The criminal penalty for a person who knowingly violates the MARPOL Protocol, or the regulations (33 CFR 151, 155, 157, and 158) consists of a fine of not more than \$50,000 and/or imprisonment for not more than 5 years.

POLLUTION - OCEAN DUMPING

The Marine Protection Research and Sanctuaries Act of 1972, as amended (33 USC 1401 et seq.) regulates the dumping of all material, except fish waste, into ocean waters. Radiological, chemical and biological warfare agents and other high level radioactive wastes are expressly banned from ocean disposal. The Army Corps of Engineers issues permits for the disposal of dredged spoils; the Environmental Protection Agency is authorized to issue permits for all other dumping activities. Surveillance and enforcement to prevent unlawful transportation of material for dumping or unlawful dumping under the Act has been assigned to the U.S. Coast Guard. The Act provides civil penalties of up to \$50,000 and criminal penalties of up to \$50,000 and/or one year imprisonment.

CHAPTER IX

LAW ENFORCEMENT

The Coast Guard has authority to make inquiries, examinations, inspections, searches, seizures, and arrests upon the high seas and waters over which the United States has jurisdiction, in order to enforce Federal Laws. To compel compliance, the Coast Guard may use all necessary force. A vessel underway, upon being hailed by a Coast Guard vessel or patrol boat, is required to heave to immediately, or maneuver in such a way as to permit the boarding officer to come aboard. Failure to stop to permit boarding may subject the operator or owner to a maximum penalty of \$5000. Forcibly resisting a Coast Guard boarding officer is a felony punishable up to 10 years in prison and a \$10,000 fine. A civil penalty of up to \$1000 per violation may be imposed by the Coast Guard for failure to comply with equipment requirements, numbering requirements, observing the Rules of the Road, or to report a boating accident.

COAST GUARD BOARDING POLICY

An important Coast Guard mission is maritime law enforcement on the high seas and on waters subject to Federal laws. Some of the laws that the Coast Guard enforces include fisheries laws within the 200 nautical mile Exclusive Economic Zone, drug smuggling, illegal immigration, safety, and water pollution.

To enforce these laws on the water, the Coast Guard is empowered to board and inspect vessels. Many of the laws can only be successfully enforced by boarding a vessel while it is underway. About 70,000 boardings are conducted annually with nearly half finding some kind of noncompliance with regulations.

Random boardings can be a key to successful law enforcement in our Government's efforts to stem the flow of illegal drugs into the country. Often as a result of routine boardings, the Coast Guard discovers illegal drugs, and drug traffickers at sea are caught by surprise.

Boardings are not necessarily based on suspicion that a violation already exists aboard the vessel. Their purpose is to prevent and suppress violations. The courts have consistently upheld this authority. All Coast Guard officers and petty officers are Federal law enforcement officers, and they may board any United States vessel, virtually anywhere.

The Coast Guard boarding team is armed. Although most mariners that are boarded are engaged in legitimate recreational or commercial pursuits, a seemingly innocent pleasure boat boarding sometimes turns into a dangerous confrontation.

Drugs and criminals have been found in almost every type of vessel; from very sleek yachts to small freighters, and in fishing vessels of almost every description. The Coast Guard, as one of the five armed services, trains its personnel to understand the risks of their mission and to protect themselves. The Coast Guard follows a standard procedure before boarding. The boarding team contacts the vessel and provides an explanation of what is about to happen. Coast Guard personnel will always properly identify themselves, will always be in uniform, coveralls, or survival suits displaying Coast Guard insignia.

Once aboard the vessel, examination is usually limited to determining the vessel's status and checking for compliance with Federal civil law. If during inspection, a reasonable suspicion develops that the vessel has been engaged in criminal activity, the boarding officer may investigate further. If the vessel is subject to a customs inspection, the boarding officer may conduct a thorough search of the entire vessel.

Coast Guard boarding officers are trained to be courteous to the public. If there is full cooperation, the boarding will be over quickly, and with minimum disruption. Failure to cooperate or becoming hostile can lead to suspicion of illegal activity, and the check can become detailed and time consuming for everyone.

Coast Guard vessels will normally display the Coast Guard ensign. At night, the Coast Guard ensign will normally be illuminated. If possible, the red identification stripe on the bow of the Coast Guard cutter will also be illuminated. Even if the boarding is being done by a boat from a U.S. Navy vessel, that boat or the U.S. Navy vessel will fly the Coast Guard ensign.

Many law abiding citizens are uncomfortable in the presence of an armed boarding party, but the Coast Guard is depending on the public to be patient and cooperative during boardings, and to bear in mind that the Coast Guard is like any other armed police force. The Coast Guard also asks the public to report any suspicious activity of other boats.

The Coast Guard strives, when conducting a boarding, for minimum intrusion into the activities of law abiding individuals. Occasionally, the Coast Guard will receive a complaint that a boarding was conducted improperly. Any complaints of a boarding conducted contrary to the Coast Guard's policy will be investigated. Complaints should be directed to the Coast Guard District Commander at:

Commander (ole)
Eighth Coast Guard District
Hale Boggs Federal Building
501 Magazine Street
New Orleans, LA 70130-3396
(504) 589-6237

CITIZENSHIP REQUIREMENTS FOR OPERATING ON U. S. DOCUMENTED VESSELS

U.S. documented vessels may not be placed under the command of non-U.S. citizens. Violations render the certificate of documentation invalid and are owners are liable for fines of up to \$11,000.00 per day per violation. Operation of a vessel engaged in trade or fisheries without a valid document and trade endorsement subject the vessel to possible seizure and forfeiture.

FOREIGN FISHING ACTIVITIES OFF THE COAST OF THE UNITED STATES

The area over which the United States exercises fishing management jurisdiction changed in March 1977. In accordance with the Fishery Conservation and Management Act of 1976, the United States now exercises exclusive fishery management authority over:

- 1) All species of fish, except tuna, within the fishery conservation zone. This zone extends seaward to 200 miles.
- 2) All anadromous species (salmon) which spawn in the United States throughout their migratory range beyond the fishery conservation zone, except within a foreign country's recognized fishery zone.
- 3) All United States' Continental Shelf fishery resources, even if beyond the fishery conservation zone. Such resources include American lobster, species of coral, crab, abalone, conch, clam, sponge, and others. The 200 mile fishing zone does not prohibit all foreign fishing. However, it does limit the nations and areas where foreign vessels may fish. It also limits the amount and type of fish that the foreign vessel may catch.

EXPANSION OF THE TERRITORIAL SEA OF THE UNITED STATES OF AMERICA

On December 28, 1988, the President, by Presidential Proclamation, proclaimed the extension of the territorial sea of the United States of America, the Commonwealth of Puerto Rico, Guam, American Samoa, the United States Virgin Islands, the Commonwealth of the Northern Marianas, and other outlying areas over which the United States exercises sovereignty.

The territorial sea of the United States henceforth extends to twelve nautical miles from the baselines of the United States determined in accordance with international law.

In accordance with international law, as reflected in the applicable provisions of the 1982 United Nations Convention on the Law of the Sea, within the territorial sea of the United States, the ships of all countries enjoy the right of innocent passage and the ships and aircraft of all countries enjoy the right of transit passage through international straits.

Nothing in the proclamation:

(a) extends or otherwise alters existing federal or state law or any jurisdiction, rights, legal interests or obligations derived therefrom; in particular, the boundary between state waters and the Exclusive Economic Zone for the purposes of the Magnuson Fishery Conservation and Management Act does not change; or

(b) impairs the determination, in accordance with international law, of any maritime boundary of the United States with a foreign jurisdiction.

Official nautical charts for the coastal United States, which are published by the Department of Commerce, National Ocean Service, will, as revised, depict the new United States territorial sea boundary. The seaward boundary of the United States Exclusive Economic Zone does not change.

SMUGGLING

Significant amounts of contraband, specifically narcotics, enter the United States via vessels. The most common drugs smuggled are marijuana, hashish, and cocaine. The Coast Guard aims to prevent drug traffic by interdicting drug-carrying vessels at sea. Mariners observing activity or having information that a vessel may be involved in narcotics trafficking are requested to contact the nearest Coast Guard unit or:

Commander (ole)
Eighth Coast Guard District
Hale Boggs Federal Building
501 Magazine St.
New Orleans, LA 70130-3396
(504) 589-6237

Any report should include, if available: Name, homeport, flag displayed, date, time and position, estimated course and speed, description and color of vessel. An incomplete report is better than no report.

OPERATING A VESSEL WHILE INTOXICATED

Federal Regulations went in effect in 1988 that provide for civil and/or criminal penalties for operating a vessel while intoxicated. The regulations pertain to both recreational and commercial vessels; however, the provisions are slightly different for the two categories.

Recreational Vessels

As applied to recreational vessels, "Operator" is defined as an individual who has an essential role in the operation of a vessel underway, including but not limited to navigation of the vessel or control of the vessels propulsion system. An individual is considered intoxicated when:

- 1) The individual is considered intoxicated with a blood alcohol concentration of .10% by weight or more in the blood.
- 2) The effect of the intoxicants consumed by the individual on the person's manner, disposition, speech, muscular movement, general appearance or behavior is apparent by observation. If the operator is intoxicated, the voyage may be terminated for unsafe condition and the operator subject to civil penalties up to \$1,000 or criminal penalties up to \$5,000 and/or one year in prison.

Commercial Vessels

The principal difference in the enforcement of these regulations for operators of commercial vessels are:

- 1) An individual is considered intoxicated with a blood alcohol concentration of .04% by weight or more in the blood.
- 2) The individual is a crew member (including a license individual), pilot, or watchstander not a regular member of the crew, of a vessel other than a recreational vessel.

MANDATORY DRUG TESTING IN THE MARINE WORKPLACE

December 21, 1990 was the final phase-in date for pre-employment and periodic chemical drug testing for persons who hold licenses or Merchant Mariner's Documents. The requirement also applies to certain other persons working on commercial vessels even though they may not have a license or document. On that date, pre-employment drug screens must be passed before any offer of employment can be made. This requirement now applies to all marine employers regardless of the number of employees. Also, effective 21 December 1990, anyone applying for a license or a document, which requires a physical examination, must be tested for drugs as part of the physical or at about the same time the physical exam is performed. Alternatively, if the applicant has been subjected to a pre-employment drug screen within six months prior to the date of application, the applicant can submit proof of that drug screen and satisfy the requirement. For more information contact the Regional Exam Center in New Orleans or Houston. REC New Orleans: (504) 589-6183. REC Houston: (713) 947-0044.

HIJACKING DANGER

The U.S. Coast Guard warns boaters of possible danger from hijacking and acts of piracy. While the incidence of known or suspected hijacking has been relatively small in the past few years, the possibility of hijacking exists. Most of the actual hijacking incidents have been carried out by persons who came aboard with the vessel operator's permission and knowledge.

Protection for vessels and crews on the high seas and in remote or out-of-the-way places is difficult to insure and is primarily dependent upon the alertness of vessel operators. However, certain preventative measures can assist in lessening hijacking possibilities. Vessel operators should know the crew, particularly the hired crew. Tagalong guests from the marina should be identified as well.

Insist on positive identification of U.S. citizens through the use of the social security card and a secondary identification, which has a picture or physical description of the person. Check the passport, entry visa, or alien registration of non- U.S. citizens. Before departure, personally deliver or mail the complete crew and passenger list to a relative or trusted friend along with a float plan and instructions to notify the U.S. Coast Guard if you fail to arrive at your destination after a reasonable time. Let all personnel aboard your vessel know about this precaution.

When departing on a foreign cruise from a U.S. Port, consider taking time to clear vessel for stowaways. When going to the assistance of anyone in apparent distress during the voyage, as any good sailor is expected to do, try to notify the nearest Coast Guard radio facility or any coastal radio station and describe the situation. While preparing to render assistance, be alert of any unusual situation and be wary when the apparently distressed person insists on boarding your vessel. In addition to providing the complete crew manifest, list on a Customs Form 4455 all firearms, high value personal property and portable vessel equipment. Retain a certified copy to save trouble in foreign ports and in clearing Customs on the return to the United States.

CHAPTER X

CHARTS AND PUBLICATIONS AVAILABILITY PURCHASE AND ISSUE

The National Ocean Service prepares nautical charts for the waters of the United States. You may obtain nautical chart catalogs at no charge from your local chart dealer or from Distribution Division (N/ACC3), National Ocean Service, Riverdale, MD 20737-1199, telephone (301) 436-6990 or 1-800-638-8972. The catalogs show which charts are available by area and whether or not a particular chart includes LORAN-C lines. Symbols and abbreviations approved for use on all regular nautical charts published by the Defense Mapping Hydrographic/Topographic Center and the National Ocean Service are contained in the January 1990 edition of Chart No. 1, United States of America Nautical Chart Symbols and Abbreviations. The introduction to this publication includes a number of paragraphs on metric and fathom charts, soundings, drying heights, shorelines, landmarks, buoys, IALA Buoyage, heights, conversion scales, traffic separation schemes, and correction dates. Buoys and Beacons of the IALA Buoyage System Regions A and B are illustrated in the back of Chart No. 1, including light characteristics in full color.

Charts and related publications may be ordered from the Distribution Division (N/ACC3), National Ocean Service, Riverdale, MD 20737-1199, telephone (301) 436-6990 or 1-800-638-8972; counter sales: 6501 Lafayette Ave., Riverdale, MD., 20737 or from authorized sales agents. Orders mailed to Riverdale, Maryland must be accompanied with a check or money order payable to NOAA, Department of Commerce. Remittance from outside of the United States must be made in U.S. funds either with an International Money Order or with a check payable on a United States Bank.

Local telephone directories and Yellow Pages should be consulted for recently established chart agents. Maps and related publications for the Mississippi River System and the Tennessee-Tombigbee Waterway are published by the various District Engineers, U.S. Army Corps of Engineers.

LOCAL NOTICE TO MARINERS

Local Notices to Mariners are issued by each Coast Guard District to disseminate important information affecting navigational safety within the district. They report changes to and discrepancies in aids to navigation, maintained by and under the authority of the Coast Guard, and other marine information such as new charts, channel depths, naval operations, regattas, dredging, chart corrections, drill rig movements, lock and waterway closures, wrecks, hazards to navigation, etc., which may affect the vessels and waterways within the area of each Coast Guard District.

Broadcast Notices to Mariners are used to disseminate marine information until it can be published in the Local Notice to Mariners. Broadcasts are repeated only until the information is published in the Local Notice to Mariners or until the information is no longer valid.

The Eighth Coast Guard District currently publishes two separate Local Notice to Mariners. The Gulf of Mexico edition covers an area extending from St. Marks, Florida, to the Texas/Mexico border, including the states of Texas, Louisiana, Mississippi, Alabama, and part of Florida, as well as the Mississippi River below mile 233.7. The Mississippi River System edition includes the Upper Mississippi River and its tributaries as well as the vast western river system. To be placed on the mailing list for either edition, write or phone:

Commander, (oan)
Eighth Coast Guard District
Hale Boggs Federal Building
501 Magazine Street, Room 1230
New Orleans, Louisiana 70130-3396
Phone: (504) 589-6277

UNITED STATES COAST PILOT

The National Ocean Service Coast Pilot is a series of nine nautical books that cover a wide variety of information important to navigators of U.S. coastal and intracoastal waters and the waters of the Great Lakes. Most of this book information cannot be shown graphically on the standard nautical charts and is not readily available elsewhere. The subjects in the Coast Pilot include, but are not limited to, channel descriptions, anchorages, bridge and cable clearances, currents, tide and water levels, prominent features, pilotage, towage, weather, ice conditions, wharf descriptions, dangers, routes, traffic separation schemes, small-craft facilities, and Federal regulations applicable to navigation. The U.S. Coast Pilot may be purchased at local marine supply dealers where charts are purchased, or by contacting National Ocean Service in Riverdale, MD (301) 436-6990.

WEEKLY NOTICE TO MARINERS

Weekly Notice to Mariners (worldwide coverage) are prepared jointly by the National Imagery and Mapping Agency, the U.S. Coast Guard, and the National Ocean Service, and are published weekly by the National Imagery and Mapping Agency. The Weekly Notice to Mariners advises mariners of important matters affecting navigational safety including new hydrographic discoveries, changes in channels and aids to navigation. Also included are corrections to Light Lists, Coast Pilots, and Sailing Directions. Foreign marine information is also included. This notice is intended for mariners and others who have a need for information related to oceangoing operations. Because it is intended for use by oceangoing vessels, many corrections that affect small craft navigation and waters are not included. Information concerning small craft is contained in the Coast Guard Local Notice to Mariners only. The Weekly Notice to Mariners may be obtained, free of charge, upon request to: National Ocean Service (NOS): phone: (301) 436-6990/(800) 638-8972; FAX: (301) 436-6829; or mail: National Ocean Service/NOAA, Distribution Division N/ACC3, Riverdale, MD 20737-1199.

LIGHT LIST

The Light List describes both federal and private aids to marine navigation maintained by or under the authority of the United States Government. It is compiled and published by the Coast Guard, in 7 volumes to provide mariners with more complete details regarding aids to navigation than can be found on charts. However, nautical charts must always be consulted as well. Additionally, the Light List elaborates on specifics pertaining to aids to navigation such as characteristics, light rhythms, types of marks and shapes, as well as information about bridge markings, RACONS, LORAN-C and the Global Positioning System (GPS).

The following Light List volumes are issued:

Atlantic Coast, Volume I, COMDTINST M16502.1, describing aids to navigation in United States waters from St. Croix River, Maine to Shrewsbury River, New Jersey.

Atlantic Coast, Volume II, COMDTINST M16502.2, describing aids to navigation in United States waters from Shrewsbury River, New Jersey to Little River, South Carolina.

Atlantic and Gulf Coasts, Volume III, COMDTINST M16502.3, describing aids to navigation in United States waters from Little River, South Carolina to Econfinia River, Florida (includes Puerto Rico and U.S. Virgin Islands).

Gulf Coast Volume IV, COMDTINST M16502.4, describing aids to navigation in United States waters from Econfinia River, Florida to Rio Grande, Texas.

Mississippi River System Volume V, COMDTINST M16502.5, describing aids to navigation on the Mississippi River and its navigable tributaries.

Pacific Coast and Pacific Islands, Volume VI, COMDTINST M16502.6, describing aids to navigation on the Pacific Coast and outlying Pacific Islands.

Great Lakes, Volume VII, COMDTINST M16502.7, describing aids to navigation on the Great Lakes and the St. Lawrence River above the St. Regis River.

Coast Guard Light Lists are sold by the Superintendent of Documents, U.S. Government Printing Office (GPO) and can be ordered by phone: (202) 512-1800; FAX (202) 512-2250; or mail: Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954. Light Lists are also available at GPO Bookstores and from GPO Sales Agents.

CHAPTER XI

BRIDGE ADMINISTRATION

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NEW ORLEANS, LA 70130-3396
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WESTERN RIVER OPERATIONS
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Coast Guard Bridge Administration oversees a program covering all bridges across navigable waters of United States.

It is responsible for the permitting of bridges, establishment of drawbridge operating regulations and alteration of unreasonably obstructive bridges, prescribing bridge navigation lighting, and authorizing temporary closures for bridge repairs.

Consistent with the National Environmental Policy Act and related laws, environmental considerations are now an integral and significant part of the permit process, along with the traditional navigational ones.

Operating regulations for drawbridges are formulated and administered in keeping with the needs of navigation while recognizing the needs of overland traffic, particularly in an urban area. A sustained activity is maintained in the determination and alteration of bridges considered unreasonably obstructive to navigation because of changes in the character of, or in the type and size of vessels using the waterway.

Vessels owners/operators are responsible for ensuring that their personnel who operate vessels are familiar with the regulations. Copies of Title 33, Code of Federal Regulations, Parts 1 to 199, in which the revised regulations appear in Part 117, may be obtained by contacting the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Your attention is invited specifically to Section 117.11 which prohibits signaling for bridge openings to pass appurtenances unessential to the operation of the vessel (antenna, outrigger, false stack, decorative mast, etc.) and to Sections 117.15 through 117.21 regarding signals for bridge openings and acknowledgment of signals by both the vessel operator and the bridgetender.

LIST OF DRAWBRIDGES WITH SPECIAL OPERATING REGULATIONS

All drawbridges, except those authorized to operate under special regulations, are required to open promptly and fully for the passage of vessels after receipt of the prescribed signal of one prolonged blast (four to six seconds duration) followed by one short blast (one second duration) from a horn or whistle, or by radiotelephone contact. For vessels required to be passed through a draw during a scheduled closure period (such as an emergency aboard the vessel), the request for opening signal is five short blasts in rapid succession. If a draw cannot open immediately, or if the draw is open and must be closed immediately, the sound signal is five short blasts not more than 30 seconds after the requesting vessel's signal. For radiotelephone contact, the working channel is 16 and the emergency channel is 18. Drawbridges are not required to monitor channel 18. However, no vessel owner or operator shall signal a drawbridge to open when the vessel can pass under the closed drawspan, nor for any nonstructural vessel appurtenance which is not essential to navigation or which is easily lowered or can be modified to be lowered. Appurtenances unessential to navigation include but are not limited to fishing outriggers, radio antennae, television antennae, false stacks, and masts purely for ornamental purposes.

Drawbridges within the Eighth Coast Guard District, which operate under special regulations, are listed below, by State, as published in Part 117 of Title 33 of the Code of Federal Regulations (CFR). Changes to the regulations are published in the Federal Register, the Eighth Coast Guard District Local Notice to Mariners, and annually in Part 117 of 33 CFR.

Drawbridges listed below are required to have signs posted both upstream and downstream of the bridge which summarize the special regulation for the bridge. If advance notice is required for an opening, the signs must also state the name and telephone number to call. Names, addresses and telephone numbers of bridge owners or operators may be obtained by contacting the Bridge Administration Branch at (504) 589-2965 in New Orleans, LA, or (314) 539-3900 in St. Louis, MO. Bridge owners must accept collect calls for advance notice openings.

ALABAMA

117.101 Alabama River

- (a) The draw of the Burlington Northern Santa Fe railroad bridge, mile 105.3 at Coy, shall open on signal if at least 48 hours notice is given.
- (b) The draw of the Canadian National/Illinois Central railroad bridge, mile 277 near Montgomery, shall open on signal if at least 24 hours notice is given.
- (c) The draw of the US31 and 82 bridge, mile 278.2 near Montgomery, shall open on signal if at least 24 hours notice is given.
- (d) The draw of the CSX Transportation Railroad bridge, mile 293.3 near Montgomery, shall open on signal if at least 24 hours notice is given.

117.103 Bayou La Batre.

The draw of the S188 bridge, mile 2.3 at Bayou La Batre, shall open on signal; except that, the draw need not be opened from 8 p.m. to 4 a.m., daily and from 6:30 to 8:30 a.m. and 2:00 to 5:00 p.m. Monday through Friday except holidays.

117.105 Bayou Sara.

The draw of the CSX Transportation Railroad bridge, mile 0.1 near Saraland, shall open on signal; except that, from 6 p.m. to 10 a.m., the draw shall open on signal if at least eight hours notice is given. During periods of severe storms or hurricanes, from the time the National Weather Service sounds an “alert” for the area until the “all clear” is sounded, the draw shall open on signal.

117.107 Chattahoochee River.

The draw of the CSX Transportation Railroad bridge, mile 117.1 near Omaha, GA, shall open on signal if at least six hours notice is given.

117.109 Coosa River.

The draw of the CSX Transportation Railroad bridge, mile 175.0 at Gadsden, shall open on signal if at least six hours notice is given.

117.113 Tensaw River.

The draw of the CSX Transportation Railroad bridge, mile 15.0 at Hurricane, shall open on signal; except that, from 5 p.m. to 9 a.m., the draw shall open on signal if at least eight hours notice is given. During periods of severe storms or hurricanes, from the time the National Weather Service sounds an “alert” for the area until the “all clear” is sounded, the draw shall open on signal.

117.115 Three Mile Creek

- (a) The draw of the US43 bridge, mile 1.0 at Mobile need not be opened from 7 a.m. to 9 a.m. and from 4:30 p.m. to 6:30 p.m. daily. At all other times, the draw shall open on signal if at least 12 hours notice is given.
- (b) The draw of the Norfolk Southern Railway bridge, mile 1.1 at Mobile, shall open on signal if at least five days notice is given.

FLORIDA

117.271 Blackwater River.

The draw of the CSX Transportation Railroad bridge, mile 2.8 at Milton, shall open on signal; except that, from 8 p.m. to 4 a.m., the draw shall open on signal if at least eight hours notice is given.

117.327 St. Marks River

The draw of the US98-S30 bridge, mile 9.0 at Newport, need not be opened for passage of vessels.

GEORGIA**117.359 Chattahoochee River.**

See 117.107, Chattahoochee River, listed under Alabama.

117.361 Flint River.

The draws of the CSX Transportation Railroad bridges, miles 28.0 and 28.7, both at Bainbridge, shall open on signal if at least 15 days notice is given.

LOUISIANA**117.422 Amite River**

(a) The draw of the S22 bridge, mile 6.0 at Clio, shall open on signal if at least four hours notice is given.

(b) The draws of the S16 bridge, mile 21.4 near French Settlement, and the S42 bridge, mile 32.0 at Port Vincent shall open on signal if at least 48 hours notice is given.

117.423 Atchafalaya River.

The draw of the KCS railroad bridge, mile 133.1 (mile 5.0 on NOS chart) above the mouth of the waterway at Simmesport, shall open on signal if at least three hours notice is given.

117.424 Belle River.

The draw of the S70 bridge, mile 23.8 (Landside Route) near Belle River, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.425 Black Bayou.

The Terrebonne Parish Policy Jury bridges, mile 7.5, 15.0, 18.7, and 22.5, between Gibson and Houma, shall open on signal if at least 24 hours notice is given. The draw of the U.S. 90 bridge, mile 7.0 at Gibson, need not be opened for passage of vessels.

117.427 Black River.

The draw of the US84 bridge, mile 41.0 at Jonesville, shall open on signal if at least one hour notice is given.

117.429 Boeuf Bayou.

The draw of the S307 bridge, mile 1.3 at Kraemer, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall open on signal if at least 12 hours notice is given.

117.431 Boeuf River.

The draw of the S4 bridge, mile 32.3 near Mason, shall open on signal if at least 48 hours notice is given.

117.431 Bonfouca Bayou.

The draw of the S433 bridge, mile 7.0 at Slidell, shall operate as follows:

- (a) The draw need not open for passage of vessels from 7:00 a.m. to 8:00 a.m. and from 1:45 p.m. to 2:45 p.m., Monday through Friday except for Federal Holidays.
- (b) The draw need open only on the hour and half hour from 6:00 a.m. to 7:00 a.m. and from 3:00 p.m. to 6:00 p.m., Monday through Friday except for Federal Holidays.
- (c) The draw shall open on signal from 9:00 p.m. to 5:00 a.m. if at least 4 hours notice is given to the Louisiana Department of Transportation and Development Security Service at (504) 375-0100.
- (d) At all other times the draw shall open on signal.

117.434 Caddo Lake.

The draw of the Kansas City Southern railroad bridge, mile 26.4 near Mooringsport, shall open on signal if at least 24 hours notice is given.

117.435 Carlin Bayou.

The draw of the S14 bridge, mile 6.4 at Delcambre shall open on signal; except that, from 9 p.m. to 5 a.m. the draw shall open on signal if at least four hours notice is given. The draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.436 Chef Menteur Pass.

The draw of the U.S. Highway 90 bridge, mile 2.8, at Lake Catherine, shall open on signal except the from 5:30 a.m. to 7:30 a.m., Monday through Friday except Federal holidays, the draw need not open for the passage of vessels. The draw shall at any time for a vessel in distress.

117.437 Colyell Bayou.

The removable span of the Louisiana highway bridge, mile 1.0 near Port Vincent, shall be removed for the passage of vessels if at least 48 hours notice is given.

117.438 Company Canal.

- (a) The draw of the S1 bridge, mile 0.4 at Lockport, shall open on signal; except that, from 6 p.m. to 10 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.
- (b) The draw of the S24 bridge, mile 8.1 at Bourg, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.439 Des Allemands Bayou.

- (a) The draws of the S631 bridge, mile 13.9 at Des Allemands, shall open on signal if at least four hours notice is given.
- (b) The draw of the Burlington Northern Santa Fe Railroad bridge, mile 14.0, shall open on signal Monday through Friday from 7:00 a.m. to 3:00 p.m. At all other times the draw shall open on signal if at least four hours notice is given.

117.441 D'Inde Bayou.

The draw of the Union Pacific railroad bridge, mile 4.3, shall open on signal if at least 72 hours notice is given to the Defense Plant Corporation, Cities Service Refining Corporation Agent.

117.443 Du Large Bayou.

The draw of the Terrebonne Parish bridge, mile 23.2, near Theriot, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall open on signal if at least 12 hours notice is given.

117.444 Falgout Canal.

The draw of the LA 315 bridge across Falgout Canal, mile 3.1, shall open on signal; except that from 15 August to 5 June, the draw need not open from 7 a.m. to 8 a.m. and from 3 p.m. to 4 p.m. Monday through Friday except holidays. The draw shall open on signal at any time for an emergency aboard a vessel.

117.445 Franklin Canal.

The draw of the Chatsworth bridge, mile 4.8, at Franklin, shall open on signal from 5 a.m. to 9 p.m. From October 1 through January 31 from 9 p.m. to 5 a.m., the draw shall open on signal if at least three hours notice is given. From February 1 through September 30 from 9 p.m. to 5 a.m., the draw shall open on signal if at least 12 hours notice is given.

117.447 Grand Cabahanosse Bayou.

The draw of the S70 bridge, mile 7.6 near Paincourtville, shall open on signal if at least 24 hours notice is given.

117.449 Grosse Tete Bayou.

- (a) The draw of the Union Pacific railroad bridge, mile 14.7 at Grosse Tete, need not be opened for the passage of vessels.
- (b) The removable span of the S377 bridge, mile 15.3 near Rosedale shall be removed for the passage of vessels if at least 48 hours notice is given.

117.451 Gulf Intracoastal Waterway.

- (a) The draw of the Lapalco Boulevard Bridge, Harvey Canal Route, mile 2.8 at Harvey, shall open on signal; except that, from 6:30 a.m. to 8:30 a.m. and from 3:45 p.m. to 5:45 p.m. Monday through Friday except holidays, the draw need not be opened for the passage of vessels.
- (b) The draw of the SR 23 bridge, Algiers Alternate Route, mile 3.8 at Belle Chasse, operates as follows:
 - (1) The draw shall open on signal; except that, from 6 a.m. until 8:30 a.m. and from 3:30 p.m. until 5:30 p.m. Monday through Friday, except Federal holidays, the draw need not be opened for the passage of vessels.
 - (2) On Saturday and Sunday of the last weekend in October, the draw need not open for the passage of vessels from 4 p.m. until 7 p.m.
- (c) The draw of the Bayou Dularge bridge, mile 59.9, at Houma, shall open on signal; except that, the draw need not be opened for the passage of vessels Monday through Friday except holidays from 6:45 a.m. to 8:30 a.m. and from 4:30 p.m. to 6:00 p.m.
- (d) The draw of the State Route 319 (Louisa) bridge across the Gulf Intracoastal Waterway, mile 134.0, near Cypremort, shall open on signal; except that from 15 August to 5 June, the draw need not be opened from 6:55 a.m. to 7:10 a.m. and from 3:50 p.m. to 4:05 p.m. Monday through Friday, except holidays.
- (e) The draw of the Louisiana highway bridge, mile 243.8 west of Harvey Canal Locks, shall open on signal when more than 50 feet vertical clearance is required, if at least four hours notice is given to the Louisiana Department of Highways, District Maintenance Engineer, at Lake Charles.

117.453 Houma Canal.

The draw of the S3197 bridge, mile 1.7 at Houma, shall open on signal if at least four hours notice is given.

117.455 Houma Navigational Canal.

The draw of the bridge across the Houma Navigational Canal at S661, mile 36.0 at Houma, shall open on signal; except that the draw need not be opened for the passage of vessels Monday through Friday except holidays from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m.

117.457 Houston River.

The draw of the Kansas City Southern Railroad bridge, mile 5.2 near Lake Charles shall open on signal if at least 24 hours notice is given.

117.458 Inner Harbor Navigational Canal, New Orleans.

- (a) The draw of the US90 (Danziger) bridge, mile 3.1, shall open on signal; except that, from 8:00 p.m. to 7:00 a.m., the draw shall open on signal if at least four hours notice is given, and the draw need not open from 7:00 a.m. to 8:30 a.m. and 5 p.m. to 6:30 p.m., Monday through Friday.
- (b) The draw of the Leon C. Simon Blvd. (Seabrook) bridge, mile 4.6, shall open on signal; except that, from 7:00 a.m. to 8:30 a.m. and 5 p.m. to 6:30 p.m., Monday through Friday, the draw need not be opened.

117.459 Kelso Bayou.

The draw of the S27 bridge, mile 0.7 at Hackberry, shall operate as follows:

- (a) From May 20, through October 31, the draw shall open on signal from 7 a.m. to 7 p.m. From 7 p.m. to 7 a.m., the draw shall open on signal if at least four hours notice is given.
- (b) From November 1 through December 22, the draw shall open on signal from 7 a.m. to 3 p.m. From 3 p.m. to 7 a.m., the draw shall open on signal if at least four hours notice is given.
- (c) From December 23 through May 19, the draw shall open on signal if at least 24 hours notice is given.

117.460 La Carpe Bayou.

The draw of the S661 bridge, mile 7.5, shall open on signal if at least four hours advance notice is given; except that, the draw need not be opened for passage of vessels Monday through Friday except holidays from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m.

117.461 Lacassine Bayou.

The draws of the S14 bridge, mile 17.0 and the Southern Pacific railroad bridge, mile 20.4, both near Hayes, shall open on signal if at least 24 hours notice is given.

117.463 Lacombe Bayou.

The draw of the US190 bridge, mile 6.8 at Lacombe shall open on signal if at least 48 hours notice is given.

117.465 Lafourche Bayou.

- (a) The draws of the SR1 bridge, mile 30.6 and the SR1 bridge, mile 33.9, both near Cutoff, shall open on signal; except that, from 2 p.m. to 3 p.m. and from 4:30 p.m. to 5:30 p.m. Monday through Friday except Federal holidays, the draws need not be opened for the passage of vessels.
- (b) The draws of the S3220 bridge, mile 49.2 near Lockport, and S655 bridge, mile 50.8 at Lockport, shall open on signal; except that, from 6 p.m. to 10 a.m. the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draws shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.
- (c) The draw of the S364 bridge, mile 54.2 at Mathews, shall open on signal if at least four hours notice is given. During the advance notice period, the draws shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

- (d) The draws of the S3199 bridge, mile 58.2, and the Lafourche Parish bridge, mile 58.7, both at Raceland, shall open on signal if at least six hours notice is given.
- (e) The draws of the S649 bridge, mile 66.1, and the new S649 bridge, mile 66.6, shall open on signal if at least forty-eight hours notice is given.
- (f) The draws of the Burlington Northern Santa Fe Railroad bridge, mile 69.0 at Lafourche, and all bridges upstream of the Burlington Northern Santa Fe Railroad bridge need not be opened for the passage of vessels.

117.467 Lake Pontchartrain.

- (a) The south draw of the US11 bridge near New Orleans shall open on signal if at least 48 hours notice is given. In case of emergency, the draws shall open within 12 hours and shall be kept in condition for immediate operation until the emergency is over.
- (b) The draw of the Greater New Orleans Expressway Commission causeway, north bascule spans, shall open on signal if at least three hours notice is given.

117.469 Liberty Bayou.

The draw of the S433 bridge, mile 2.0 at Slidell, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall open on signal if at least 12 hours advance notice is given.

117.471 Little Black Bayou.

The draw of the Southern railroad bridge, mile 1.3 at Southdown, need not be opened for the passage of vessels.

117.473 Little River.

The draw of the Louisiana and Arkansas railroad bridge, mile 12.1 at Archie, shall open on signal if at least 12 hours notice is given.

117.475 Little (Petit) Caillou Bayou.

- (a) The draws of the S58 bridge, mile 25.7 at Sarah, the Terrebonne Parish (Smithridge) bridge, mile 26.6 near Montegut, shall open on signal; except that, from 9 p.m. to 5 a.m., the draws shall open on signal if at least 12 hours notice is given.
- (b) The draws of the Terrebonne Parish (DuPlantis) bridge, mile 29.9 near Bourg, and the S24 bridge, mile 33.7 at Presquille, shall open on signal if at least four hours notice is given. The draws shall open on less than four hours notice for an emergency, and shall open on signal should a temporary surge in waterway traffic occur.

117.477 Lower Atchafalaya River.

The draw of the St. Mary Parish bridge, mile 26.8 at Patterson, shall open on signal from 5 a.m. to 9 p.m. From October 1 through January 31 from 9 p.m. to 5 a.m., the draw shall open on signal if at least three hours notice is given. From February 1 through September 30 from 9 p.m. to 5 a.m., the draw shall open on signal if at least 12 hours advance notice is given.

117.478 Lower Grand River.

- (a) The draw of the LA75 bridge, mile 38.4 (Alternate Route) at Bayou Sorrel, shall open on signal; except that, from about 15 August to about 5 June (the school year), the draw need not be opened from 6 a.m. to 7:30 a.m. and from 3 p.m. to 4:30 p.m., Monday through Friday except holidays. The draw shall open on signal at any time for an emergency aboard a vessel.
- (b) The draw of the LA77 bridge, mile 47.0 (Alternate Route) at Grosse Tete, shall open on signal; except that, from about 15 August to about 5 June (the school year), the draw need not be opened from 6 a.m. to 7:30 a.m. and from 2:30 p.m. to 4:30 p.m., Monday through Friday except holidays. The draw shall open on signal at any time for an emergency aboard a vessel.

- (c) The draw of the S997 bridge, mile 41.5 (Landside Route) at Pigeon, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.479 Macon Bayou.

The draw of the S4 bridge, mile 44.8 near Winnsboro, shall open on signal if at least 24 hours notice is given.

117.480 Mermentau River.

The draw of the S82 bridge, mile 7.1 at Grand Chenier, shall open on signal; except that, from 6 p.m. to 6 a.m., the draw shall open on signal if at least 4 hours notice is given. During the advance notice period, the draws shall open on less than 4 hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.481 Milhomme Bayou.

The draw of the St Martin Parish bridge, mile 12.0 (Landside Route) at Stephenville, shall open on signal; except that, from 10 p.m. to 6 a.m. the draw shall open on signal if at least two hours notice is given. During the advance notice period, the draw shall open on less than two hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.482 Nezpique Bayou.

The draw of the S97 bridge, mile 7.0 near Jennings, shall open on signal if at least 48 hours advance notice is given.

117.483 Ouachita River.

The draws of the S8 bridge, mile 57.5 at Harrisonburg, and the US165 bridge, mile 110.1 at Columbia, shall open on signal if at least one hours notice is given.

117.484 Pass Manchac.

The draw of the Canadian National/Illinois Central Railroad automated bridge, mile 6.7, at Manchac, operates as follows:

- (a) The draw is not constantly manned and the bridge will normally be maintained in the open position, providing 56 feet vertical clearance above mean high tide to the raised tip of the bascule span for one-half the channel, and unlimited vertical clearance for the other half.
- (b) Railroad track circuits will detect an approaching train and initiate bridge closing warning broadcasts over marine radio and over the Public Address (PA) system six (6) minutes in advance of the train's arrival. Navigation channel warning lights will be lit, and photoelectric (infrared) boat detectors will monitor the waterway beneath the bridge for the presence of vessels. The waterway approaches to the bridge will be monitored by closed circuit TV (CCTV) cameras.
- (c) Activation of the warning broadcasts also activates a marine radio monitor in the Mays Yard (New Orleans switch yard). The yardmaster will continuously monitor marine radio broadcasts on the normal and emergency marine radio channels throughout the warning period and at all times the bridge is closed. The yardmaster will communicate with waterway users via the marine radio, if necessary.
- (d) At the end of the warning period, if no vessels have been detected by the boat detectors, and no interruptions have been performed by the yardmaster based on his monitoring of the marine radio and the CCTV, the bridge lowering sequence will automatically proceed.
- (e) Upon passage of the train, the bridge will automatically open. Railroad track circuits will initiate the automatic bridge opening and closing sequences. (Estimated duration that the bridge will remain closed for passage of rail traffic is 10 to 12 minutes.) The bridge will also be manually operable from two locked trackside control locations (key releases) on the approach spans, one on each side of the movable span.

- (f) The yardmaster will be provided with a remote EMERGENCY STOP button which, if pressed, will stop the bridge operation, interrupt the lowering sequence, and immediately return the bridge to the open position. The yardmaster will utilize this control feature in the event a vessel operator issues an urgent radio call to keep the waterway open for immediate passage of the vessel.

117.485 Patout Bayou.

The draw of the S83 bridge, mile 0.4 near Weeks, shall open on signal if at least four hours notice is given.

117.486 Pierre Pass.

The draw of the S70 bridge, mile 1.0 at Pierre Part, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given. During the advance notice period, the draws shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.487 Plaquemine Bayou.

- (a) The draw of the S3066 (Spur) bridge, mile 6.5 at Indian Village, shall open on signal if at least four hours advance notice is given.
- (b) The draws of the Union Pacific railroad bridge, mile 10.5 at Plaquemine, and the S1 bridge, mile 10.5 at Plaquemine need not be opened for the passage of vessels.

117.488 Pearl River.

- (a) The draw of the CSX Transportation railroad bridge, mile 1.0 near English Lookout, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall open on signal if at least four hours notice is given.
- (b) The draw of the US90 highway bridge, mile 8.8 near Pearlington, shall open on signal; except that, from 7 p.m. to 7 a.m., the draw shall open on signal if at least four hours notice is given.

117.489 Plaquemine Brule Bayou.

- (a) The draw of the Union Pacific railroad bridge, mile 5.1 near Midland, shall open on signal if at least 24 hours advance notice is given.
- (b) The draw of the S91 bridge, mile 8.0 at Estherwood, shall open on signal from 5 a.m. to 9 p.m. if at least 4 hours advance notice is given. From 9 p.m. to 5 a.m., the draw shall open on signal if at least 12 hours notice is given.

117.491 Red River.

- (a) The draw of the Union Pacific Railroad bridge, mile 90.1, at Alexandria, shall open on signal if at least eight hours notice is given.
- (b) The draw of the US 165 (Jackson Sr.) bridge, mile 88.6, at Alexandria, shall open on signal if at least eight hours notice is given; except that, from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. the draw need not be opened Monday through Friday except holidays.
- (c) The draws of the bridges above mile 105.8 through mile 234.4 shall open on signal if at least 48 hours notice is given.
- (d) The draws of the bridges above mile 234.4 to mile 276 need not be opened for passage of vessels.
- (e) When a vessel, which has given notice, fails to arrive at the time specified in the notice, the drawtender shall remain on duty for up to two additional hours to open the draw if that vessel appears. After that time, a new notice of the appropriate length of time is required.

117.493 Sabine River.

- (a) The draw of the Union Pacific railroad bridge, mile 19.3 near Echo, shall open on signal if at least 24 hours advance notice is given.

- (b) The Kansas City Southern railroad bridge, mile 36.2 near Ruliff and the draw of the S12 bridge, mile 40.8 at Starks, need no be opened for passage of vessels.

117.494 Schooner Bayou Canal.

The draw of the S82 bridge, mile 4.0 from White Lake at Little Prairie Ridge, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least four hours notice is given. The draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.495 Superior Oil Canal.

The draw of the S82 bridge, mile 6.3 in Cameron Parish, shall open on signal if at least 8 hours notice is given. Public vessels of the United States and vessels in distress shall be passed as soon as possible.

117.497 Stumpy Bayou.

The removable span of the Louisiana highway bridge, mile 1.0 near Weeks Island, shall be removed for the passage of vessels if at least six days notice is given.

117.499 Tante Phine Pass.

The draw of the Tidewater Associated Oil Company bridge, mile 7.6 near Venice, shall open on 24 hours advance notice.

117.500 Tchefuncta River.

The draw of the State Route 22 bridge, mile 2.5 at Madisonville, shall open on signal; except that, from 5 a.m. to 8 p.m., the draw need open only on the hour and half-hour. The draw shall open on signal at any time for a vessel in distress or for an emergency aboard a vessel.

117.501 Teche Bayou.

- (a) The draws of the following bridges shall open on signal if at least four hours advance notice is given:
- (1) St. Mary Parish bridge, mile 3.9 at Calumet.
 - (2) St. Mary Parish bridge, mile 11.8 at Centerville.
 - (3) S3069 bridge, mile 16.3 at Franklin.
 - (4) S322 bridge, mile 17.2 at Franklin.
 - (5) S323 bridge, mile 22.3 at Oaklawn.
 - (6) St. Mary Parish bridge, mile 27.0 at Baldwin.
 - (7) S324 bridge, mile 32.5 at Charenton.
 - (8) S670 bridge, mile 37.0 at Adeline.
 - (9) St. Mary Parish bridge, mile 38.9 at Sorrel.
 - (10) S671 bridge, mile 41.8 at Jeanerette.
 - (11) S3182 bridge, mile 43.5 at Jeanerette.
 - (12) LSU Agri bridge, mile 46.5 near Jeanerette (notice required for opening from 7 a.m. to 5 p.m., Monday through Friday except holidays)
 - (13) S320 bridge, mile 48.7 at Oliver.
 - (14) S3195 bridge, mile 50.4 at New Iberia.
 - (15) S87 Spur bridge, mile 52.5 at New Iberia.
 - (16) S86 bridge, mile 53.0 at New Iberia.
 - (17) S3156 bridge, mile 53.3 at New Iberia.

- (18) S44 bridge, mile 56.7 at Morbihan.
- (19) Iberia Parish bridge, mile 58.0 at New Iberia.
- (20) Iberia Parish bridge, mile 60.7 at Vida.
- (21) S344 bridge, mile 62.5 at Loreauville.
- (22) S86 bridge, mile 69.0 at Daspit.
- (23) S92 bridge, mile 73.3 at St. Martinville.
- (b) The draws of the S96 bridge, mile 75.2 at St. Martinville, the St. John Road bridge, mile 77.7 at Levert, and the S350 bridge, mile 82.0 at Parks, shall open on signal if at least 24 hours advance notice is given.
- (c) The draws of the S31 bridge, mile 90.5 at Breaux Bridge, and the Union Pacific railroad bridge, mile 91.0 at Breaux Bridge, shall open on signal if at least 48 hours advance notice is given.
- (d) The draws of the bridges listed in ref. (a) shall open on signal if at least four hours notice for an emergency during the advance notice period, and shall open on signal should a temporary surge in waterway traffic occur.

117.505 Tensas River.

- (a) The draw of the Missouri Pacific railroad bridge, mile 27.2 at Clayton, shall open on signal from May 1 through December 31 during normal river stages if at least 12 hours notice is given to the Dispatcher, Missouri Pacific Railroad, Little Rock Arkansas. During High-water periods, the District Commander may require the bridge be constantly tended and the draw open on signal.
- (b) The draws of the S15 bridge, mile 27.3 at Clayton, and the S128 bridge, mile 61.0 at New Light, shall open on signal if at least 48 hours notice is given.

117.505 Terrebonne Bayou.

- (a) The draws of the S58 bridge, mile 22.2 at Montegut, and the S55 bridge, mile 27.3 at Klondyke, shall open on signal; except that from 9 p.m. to 5 a.m. the draw shall open on signal if at least four hours notice is given.
- (b) The draw of the S24 bridge, mile 31.3 at Presquille, need not be opened for the passage of vessels.
- (c) The draw of the S3087 bridge, mile 33.9 at Houma, shall open on signal; except that, from 5 p.m. to 9 a.m. the draw shall open signal if at least four hours advance notice is given.
- (d) The draw of the Daigleville bridge, mile 35.5 at Houma, shall open on signal; except that the draw need not open for passage of vessels Monday through Friday except holidays from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m. From 10 p.m. to 6 a.m. the draw shall open on signal if at least four hours notice is given.
- (e) During advance notice periods, the draws of the bridges listed in this section shall open on less than four hours notice for an emergency and shall open on signal should a temporary surge in waterway traffic occur.

117.507 Tigre Bayou.

The draw of the S330 bridge, mile 2.3 near Delcambre, shall open on signal if at least four hours notice is given. The draw shall open on less than four hours notice for an emergency and shall open on demand should a temporary surge in waterway traffic occur.

117.509 Vermilion River.

- (a) The draw of the S82 bridge, mile 22.4 at Perry, shall open on signal; except that, from 9 p.m. to 5 a.m. the draws shall open on signal if at least four days notice is given.
- (b) The draws of the following bridges shall open on signal; except that, from 6 p.m. to 10 a.m. the draws shall open on signal if at least four hours advance notice is given:
 - (1) S14 bridge, mile 25.4 at Abbeville.
 - (2) S14 By pass bridge, mile 26.0 at Abbeville.
 - (3) Vermilion Parish bridge, mile 34.2 near Milton.
 - (4) S92 bridge, mile 37.6 at Milton.
- (c) The draws of the following bridges shall open on signal if at least four hours advance notice is given:
 - (1) S733, mile 41.0 at Eloi Broussard.
 - (2) S3073 bridge, mile 44.9 at New Orleans.
 - (3) S182 bridge, mile 49.0 at Lafayette.
- (d) During the advance notice periods, the draws of the bridges listed in this section shall open on less than four hours notice for an emergency and shall open on signal should a temporary surge in waterway traffic occur.

117.511 West Pearl River.

- (a) The draw of the Norfolk Southern Railway bridge, mile 22.1 at Pearl River Station, shall open on signal if at least six hours advance notice is given.
- (b) The draw of the US90 bridge, mile 7.9 near Pearlington, shall open on signal if at least four hours advance notice is given.

MISSISSIPPI**117.675 Back Bay of Biloxi.**

- (a) The draw of the US 90 bridge, mile 0.4 between Biloxi and Ocean Springs shall open on signal; except that, from 6:30 a.m. to 7:05 a.m., 7:20 a.m. to 8:05 a.m., 4:00 p.m. to 4:45 p.m., and 4:45 p.m. to 5:30 p.m., Monday through Friday except holidays, the draw need not be open for the passage of vessels.
- (b) The draw of the I-110 bridge, mile 3.0 at Biloxi, shall open on signal if at least six hours notice is given.
- (c) The draw of the Popp's Ferry Road bridge, mile 8.0, at Biloxi, shall open on signal; except that, from 7:30 a.m. to 9 a.m. and from 4:30 p.m. to 6 p.m. Monday through Friday, except Federal holidays, the draw need not be opened for passage of vessels. The draw shall open at any time for a vessel in distress.

117.677 Big Sunflower River.

The draw of the Columbus and Greenville railroad bridge, mile 96.1 at Baird, shall open on signal if at least four hours notice is given.

117.680 Industrial Seaway Canal.

The draw of the Lorraine-Cowan Road Bridge across the Industrial Seaway Canal, mile 11.3, shall open on signal; except that, the draw need not be opened from 6:30 a.m. to 8:30 a.m. and from 4:30 p.m. to 6 p.m., Monday through Friday, except holidays.

117.681 Old Fort Bayou.

The draw of the bridge, mile 1.6 at Ocean Springs, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall open on signal if at least eight hours notice is given to the Old Fort Bayou drawtender. During periods of storm or hurricane warnings issued by the National Weather Service, the draw shall open on signal at any time.

117.682 Pascagoula River.

The draw of the US90 bridge, mile 1.8 at Pascagoula, shall open on signal; except that, from 6:15 a.m. to 7:15 a.m., 7:25 a.m. to 8 a.m., and 3:30 p.m. to 4:45 p.m., Monday through Friday except Federal holidays, the draw need not be opened for the passage of vessels.

117.683 Pearl River.

See 117.488, Pearl River, listed under Louisiana.

117.684 Portage Bayou.

The draw of the Portage Bridge over Portage Bayou, mile 2.0, shall open on signal if at least two hours notice is given.

117.685 Tchoutacabouffa River.

The draws of the Cedar Lake Road Bridge over the Tchoutacabouffa River, mile 8.0, shall open on signal if at least twenty-four hours notice is given.

117.686 Yazoo River.

- (a) The draws of the Canadian National/Illinois Central railroad bridge, mile 16.7 at Redwood, and the Satartia highway (S433) bridge, mile 53.3 at Satartia, shall open on signal if at least two hours notice is given. When a vessel has given notice and fails to arrive within the two hour period specified, the drawtender shall remain on duty for two additional hours and open the draw if the requesting vessel appears. After this time, an additional two hour notice is required.
- (b) The draws of the bridges upstream from the Satartia highway (S433) bridge shall open on signal if at least four hours notice is given. When a vessel has given notice and fails to arrive within the four hour period specified, the drawtender shall remain on duty for two additional hours and open the draw if the requesting vessel appears. After this time, an additional four hour notice is required.

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117.951 Arroyo Colorado River.

The draw of the S106 highway bridge, mile 22.5 at Rio Hondo, shall open on signal if at least 12 hours notice is given.

117.953 Brazos River (Diversion Channel).

- (a) The draw of the S36 highway bridge, mile 4.4 at Freeport, shall open on signal if at least 12 hours notice is given.
- (b) The draw of the Union Pacific railroad bridge, mile 22.6 at Brazoria, need not be opened for the passage of vessels.

117.955 Buffalo Bayou.

- (a) The draw of the Houston Belt and Terminal bridge, mile 1.2 at Houston, and all drawbridges downstream of it shall open on signal if at least 24 hours notice is given.
- (b) The draws of the Union Pacific railroad bridge, mile 3.1 and the Houston Belt and Terminal railroad bridge, mile 4.3 need not be opened for the passage of vessels.

117.957 Cedar Bayou.

The draw of the Union Pacific railroad automated bridge, mile 7.0 at Baytown, operates as follows:

- (a) The draw shall be maintained at a vertical clearance of 81.4 feet above mean high water. Fixed green navigation lights shall be displayed in center of the draw.
- (b) When a train approaches the bridge, the navigation lights shall be changed from green to red, alternating flashing red lights turned on, and a horn sounded for six minutes. At the end of six minutes, the draw may be lowered and locked if the scanning equipment does not detect any object under the span. If the scanning equipment detects an obstruction, the draw shall be raised until the obstruction is cleared.
- (c) After a train has cleared the bridge, the draw shall be raised to 81.4 feet above mean high water, the flashing red lights stopped, and the navigation lights changed from red to green.

117.959 Chocolate Bayou.

The draw of the Union Pacific railroad bridge, mile 11.4 at Liverpool, need not be opened for the passage of vessels.

117.963 Colorado River.

The draw of the highway bridge, mile 10.7 at Wadsworth, need open on signal Monday through Friday only, and then only from 8 a.m. to 5 p.m. At least 48 hours notice is required.

117.965 Cow Bayou.

The draws of the Orange County highway bridge, mile 2.9 at West Orange, and the S87 bridge, mile 4.5 at Bay City, shall open on signal if at least six hours advance notice is given.

117.967 Greens Bayou.

The draw of the Port Terminal Railroad Association railroad bridge, mile 2.8 at Houston, shall open on signal if at least four hours notice is given. The draw shall open on signal for 3 hours thereafter for returning downbound vessels.

117.968 Gulf Intracoastal Waterway.

The draw of the Port Isabel bridge, mile 666.0, shall open on signal; except that, from 5 a.m. to 8 p.m. on weekdays only, excluding holidays, the draw need open only on the hour for pleasure craft. The draw shall open on signal at any time for commercial vessels, for a vessel in distress, or for an emergency aboard a vessel. When the draw is open for a commercial vessel, waiting pleasure craft shall be passed.

117.969 Lavaca River.

The draws of the Union Pacific railroad bridge, mile 11.2 and the FM616 highway bridge, mile 11.2, both at Vanderbilt, shall open on signal if at least 48 hours notice is given. In emergencies, the draws shall open as soon as possible.

117.971 Neches River.

The draw of the Burlington Northern Santa Fe railroad bridge, mile 53.9 at Evadale, need not be opened for the passage of vessels.

117.975 Old Brazos River.

The draw of the Union Pacific railroad bridge, mile 4.4 at Freeport shall be maintained in the fully open position, except for the crossing of trains or for maintenance.

117.977 Pelican Island Causeway, Galveston Channel.

The draw of the Pelican Island Causeway bridge, mile 356.1 across Galveston Channel at Galveston, shall open on signal; except that, from 7 a.m. to 8:30 a.m., 12 noon to 1 p.m., and 4:15 p.m. to 5:15 p.m. Monday through Friday except Federal holidays, the draw need not be opened for the passage of vessels. Public vessels of the United States and vessels in distress shall be passed at any time.

117.979 Sabine Lake.

The draw of the S82 bridge, mile 10.0 at Port Arthur, shall open on signal; except that, from 9 p.m. to 5 a.m., the draw shall open on signal if at least 6 hours notice is given to the Maintenance Construction Supervisor or the Maintenance Foreman at Port Arthur.

117.981 Sabine River.

See §117.493 Sabine River, listed under Louisiana

117.983 Sabine River (Old Channel) behind Orange Harbor Island.

The draw of the highway bridge, mile 9.5 at Orange, need not be opened for the passage of vessels.

117.984 San Bernard River.

The draw of the Union Pacific railroad bridge, mile 20.7 near Brazoria, shall open on signal; except that, from 10 a.m. to 2 p.m. and 10 p.m. to 2 a.m., the draw shall open on signal if at least three hours notice is given.

117.987 Taylor Bayou.

The draws of the Union Pacific railroad bridge, mile 2.0, and the S73 bridge, mile 10.2, both at West Port Arthur, need not be opened for the passage of vessels.

117.989 Trinity River.

The draws of the Union Pacific railroad bridges, mile 41.4 at Liberty, mile 54.8 at Kenefick, mile 117.3 at Goodrich, mile 181.8 at Riverside, and the Burlington Northern Santa Fe railroad bridge, mile 96.2 at Romayor, need not be opened for the passage of vessels.

APPROACH OF BASCULE BRIDGES

Mariners are advised to approach and transit all bascule bridges with caution. Navigation clearances for bascule bridges are measured between the inside tips of the bascule leaves when in the open position. Because bascule leaves protrude over the navigation channel when in the open position, unlimited clearances may not be available throughout the full width of the navigation span. Vessels with high freeboard should ensure adequate horizontal and vertical clearances are available.